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No anonymous signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VOLEX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 10TH, 1908.

ALMOST six months have elapsed since the Colony experienced a thrill of pleasurable excitement by the announcement of Mr. Mody's generous gift in the interests of a University for Hongkong. That announcement was followed by His Excellency the Governor convening a meeting to consider the project and a sub-committee was appointed to go into details. Though nothing has been published up till now of the progress of the deliberations, we believe that the community will soon be in possession of information regarding the various proposals which have been under discussion. What will be still more satisfactory is the knowledge that the erection of the University is well within the region of practical politics. Broadly speaking, only two schemes have, we believe, been considered. Each has its interest and each its value, and though the details are not available for publication we may briefly state the nature of the two proposals.

At first the committee felt somewhat pessimistic as to the success of the undertaking entrusted to them, but with the exchange of ideas hope revived. The Hon. Dr. Ho Kai submitted a scheme with the object of showing how the University might be inaugurated on simple lines and yet grow to a successful institution whose influence would be felt all over the East. His idea, we understand, was to establish a University proper with a small number of students, say from 40 to 60, but attached to this, either temporarily or permanently, a Training College was suggested where instruction could be imparted through the medium of the vernacular and written Chinese.

As the professors would not be occupied more than a few hours each day in lecturing to the few undergraduates in the University they would have ample time to lecture as well to the students in the Training College, for which, of course, they would receive additional remuneration. Interpreters, who were past students in the subjects dealt with, would translate the discourses of the lecturers, and by this means large numbers of Chinese, not having lingual difficulties to hamper them, would readily acquire Western technical and scientific knowledge and prepare the way for the men with better qualifications who followed from the University. The fees derived from the training college would help to maintain the University until it became self-supporting. Then the Training College could either be transferred or abolished.

The other scheme which has been before the Committee is one outlined by His Excellency himself, and to some extent it is opposed to the suggestion of Dr. Ho Kai. His Excellency's proposition is to house the College of Medicine and the Technical Institute in the University Buildings, each to pursue its separate course until absorbed by the higher. The Governor anticipates that the structure would be completed in two years and during that time an adequate endowment might be accumulated. At any rate he does not counsel waiting until the endowment has been secured. No, despite depression in the Colony he has confidence in the generosity of our citizens to attain that end without much difficulty, and with a Chinese promise of support—though it has not yet, we understand, been formally made—the optimism seems justified. From \$750,000 to \$1,100,000 would be required for the endowment and in so far as the sum falls short of the higher amount by that extent will the scope of the institution be curtailed. When the buildings are completed the local teaching staff recommended by the sub-committee and as many professors as funds will permit will be engaged. Probably one, two or three chairs will be established at the outset; the number depends on the money available for the purpose. Then, if there be a sufficient nucleus of pupils who can pass an entrance examination a beginning will be made with the University under local ordinance. The University course would take four or five years and during that period the promoters may hope to see the endowment increased. Then with the University as a going concern, and if there are students able to graduate, application could be made for a charter. As opposed to the idea of the Hon. Dr. Ho Kai, His Excellency indicates that instruction should be in English with a few English-speaking and qualified Chinese instructors to assist by explaining difficult points. The proposal makes it a condition that the University should grant no degrees that were not up to an English standard. Such in short represents the two schemes which have been under consideration. Of course we do not vouch for the accuracy of the details as we are not yet in possession of the printed statement which will shortly be published.

It will be noted that both schemes have this in common: they provide for a modest start with provision for the natural expansion which may be expected to follow. Dr. Ho Kai's proposal would undoubtedly place Western knowledge within easy reach of students. It would obviate the long period of study which precedes a mastery of the English language—an accomplishment which is necessary to their entering the University. His contention seems to be that the half measure supplied by the partially educated men who pass through the affiliated colleges would make the Chinese more ready to accept the full measure supplied by the men who graduated at the University. Doubt may be expressed as to the wisdom of this, but coming from such an authority the point is certainly worth considering. On the other hand the plan sketched by His Excellency is more in accord with British ideas. It keeps the University to its distinctive position, but, until the details are made public it is perhaps better not to pass any comment. However the community will feel assured that the Committee have been working towards the object for which they were appointed—and that considerable progress has been made. Dr. Ho Kai has withdrawn his scheme so as to obviate all delay, and as the site has already been chosen—a piece of ground on the hillside opposite Fairley's—we may hope to see work commenced on the buildings within a comparatively short time, especially as there are gentlemen of financial standing who have declared they will see it through. That speaks success. With such knowledge the public may reasonably look forward to the time when the city will become a seat of learning renowned in the East and when her sons will proudly hail their Alma Mater. "Floreat Hongkong."

The Yokohama Specie Bank intends to establish branches in Bangkok, Singapore, Montreal, Vancouver, and Seattle.

A typhoon warning received by the American Consulate-General in Hongkong, from the Manila Observatory, yesterday 11 a.m., read: "Cyclone or typhoon S. E. of Naha, receding North-eastward."

Yesterday the N. D. L. steamer "Lützow" arrived in port on her first trip to the East. She has excellent passenger accommodation, and like the other steamers belonging to the same company is a veritable floating palace.

The many friends of Police Inspector James Kerr will be pleased to learn that telegraphic information was received in the Colony yesterday of his marriage at Melbourne to Miss Simm, eldest daughter of Senior Constable Simm of Carlton, Melbourne.

A young European clerk committed suicide at Singapore, last week, by shooting himself in the head. He had been in ill-health for some time and had recently taken a trip to Hongkong but the change did him no good. The name of the young man is not published in the Singapore papers.

It is announced that Mr. Bindman is reconstructing his comedy company with Miss Florence Hamer, who has now ties in the East, still in the lead. Mr. Claude King does not return, and as to his Musical Comedy Company he is bringing out from home, Miss Blanche Vandon, who is a disciple of Miss Maud Allan's and dances the Salome dance.

The Chinese are making great efforts to get themselves assimilated into Australia in spite of the Commonwealth immigration laws, which exclude this kind of importation. Last month the Federal immigration authorities at Sydney discovered nine Chinese lying on the top of boilers in the German vessel "Prins Waldemar." When found, they were so covered with dysentery and greasy as to be almost unrecognisable as human beings.

An official dinner took place at Government House last night, when the following were invited:—Mr. A. Babington, Mr. Nalin, Mr. Van Houten, Mr. and Mrs. Oakley, Mr. and Mrs. Hollingsworth, Mr. and Mrs. Kadoorie, Dr. Hayler, Capt. and Mrs. Rankin, Capt. and Mrs. Hutton, Hon. Mr. and Mrs. Green, Col. and Mrs. Chandler, Major and Mrs. Anderson, Major Jones, Mr. and Mrs. Stanley Allen, Mr. Stephens, Miss Hornsby, Mr. Takamichi, Mr. and Mrs. Arima, Dr. and Mrs. Moore, Mr. and Mrs. Shollin, Mr. and Mrs. Paget Hutt, Mr. Matsuda. The following were unable to attend:—Mrs. Nalin, Mrs. Van Houten, Mr. and Mrs. J. M. Beck, Mrs. Takamichi, Mrs. Matsuda.

The modern development of the electrical business in Japan, says a Japanese commercial paper, has resulted in such a large demand for electric wire that the annual sale of the article now amounts to about ¥8,000,000. Of this ¥5,000,000 worth is imported from abroad. It is admitted that the imported wire excels the home-made in quality, and is generally used in workshops, steamers, and also for underground work. The art of electric wire manufacture has, however, made rapid strides in Japan of late years, and this, coupled with the ample supply of cheap copper, has reduced the cost of production, with the result that the wire is offered at a price considerably lower than is charged for the imported article. The Sumitomo firm has now under consideration the establishment of an electric wire factory. The Furukawa Copper Mining Office has also decided to erect a factory work in conjunction with the Yokohama Electric Wire Company, taking up one-half of the latter firm's capital (¥1,200,000).

Apparently there is a little difference of opinion between Spanish Consuls in China. Recently the Consul-General at Shanghai notified by advertisement that Spanish protection had been withdrawn from quite a large number of Chinese subjects registered at the Spanish Consulate at Amoy. Now we observe in the Amoy Gazette a notification signed by Mr. F. R. Almeida, the Spanish Consul there, which reads as follows:—"It is hereby notified that all the 'Patentes de Proteccion' granted to Chinese and duly registered as such Consuls, are always valid in the territory under the jurisdiction of the same until an official notification will be made by the Spanish Consul at this port. According to the 18th article of the Regulations for the granting of the protection in the East, published by the Spanish Government on the 6th September 1871, the Foreign Office in Madrid, after a careful examination, is the only one authorised to cancel or to ratify the 'Patentes de Proteccion' granted by the Spanish Consuls."

AUSTRALIA AND ASIATIC IMMIGRATION.

Colonel Seely's speech on the Colonies and Asiatic immigration recently reproduced in the Daily Press evoked much weighty approval in Australia especially as the principles which he lays down are those on which Australia has always acted, alien residents sharing civil rights without colour distinction. This, indeed, says the Times correspondent is the basis of the exclusion policy, since Australia refuses to establish a class of permanent residents—aliened with civil rights, except in the case of the aborigines, who are State wards.

The Sydney Daily Telegraph calls the speech timely and reassuring and fully accords with Australian views. The Morning Herald says that it constitutes a full and frank admission of the colonial position. Things are seen in the right perspective. The suggestion of the use of the Secretariat is excellent. Indeed, the speech rounds hopes that the Secretariat, which is now considered illusory, may soon be developed in accordance with colonial wishes.

TELEGRAMS.

[REUTERS'S SERVICE.]

GREAT BRITAIN'S UNEMPLOYED.

LONDON, September 7th.

On Saturday Prince Arthur of Connaught reviewed ten thousand of the Boys Brigade at Glasgow. The unemployed had intended to intercept his carriage, but being overawed by the police they merely "boomed."

After a meeting yesterday at Glasgow at which violent speeches were made—two thousand socialists and unemployed attempted to rush the cathedral at the commencement of afternoon service. The police who were forwardly called out to the reserves and drove the mob back with their truncheons. In the melee which lasted fifteen minutes, a number of nasty wounds were received on both sides.

At Norwich yesterday a hundred unemployed visited the Cathedral and frequently interrupted the Dean who denounced socialism.

A Trades Union Congress has been opened at Nottingham with a record attendance representing 1,776,000 members. In his presidential address, Mr. Shalleton, Labour member for Clitheroe, said the Congress was of unusual importance, especially in reference to the question of the unemployed. In that connection he strongly urged as a remedy a reduction in the hours of labour, but the question required to be dealt with internationally. He urged the Government to arrange an international labour unity conference in London. He also said that the age limit for old age pensions must be reduced.

GERMAN ARMY MANOEUVRES.

Grand German Army manoeuvres, in which the fighting is over the battle ground of 1870, began at dawn in Alsace-Lorraine, practically on the French frontier. Seventy thousand troops are engaged.

BRITISH TRADE.

LONDON, September 7th.

The decrease in British imports for August amounted to £6,544,396 sterling and exports to £7,012,388 sterling. The latter includes cotton manufactures £1,852,861, and iron and steel one million sterling.

HONGKONG UNIVERSITY.

Within a few days the proceedings of the University Sub-Committee will be published and although they have not yet become public property we learn that the preliminary discussions have been fraught with good results. Two schemes have been under consideration. One by the Hon. Dr. Ho Kai, suggests beginning with a University, to which should be attached temporarily or permanently a Training College where instruction could be imparted by means of the vernacular and written Chinese. The fees from the Training College would support the University until the number of students in attendance at the university rendered unnecessary the assistance derived from this affiliated college, which could then either be transferred or abolished. The second scheme has been proposed by His Excellency the Governor who advocates both the College of Medicine and the Technical Institute being housed in the University buildings, the creation of which should be proceeded with at once. During the two years before the structure would be completed the endowment fund might easily be raised to the amount adequate to make a good start. The teaching staff, with one or two professors, would be engaged, and by the time there were students qualified to pass entrance examinations and subsequently able to graduate the University would be a going concern. Then a charter could be obtained and Hongkong University would enter on its career of usefulness.

The sub-committee is composed of Dr. Atkinson, Hon. Mr. Pollock, Hon. Mr. Chatham, Hon. Dr. Ho Kai, Dr. Wright, Dr. Thomson, Mr. Bowley, and Mr. Turner, with Sir Paul Chater, chairman.

THE LEGION OF FRONTIERSMEN.

ITS GROWING STRENGTH.

The Legion of Frontiersmen is making considerable headway in the United Kingdom, and is said to be increasing at the rate of 1,000 a year. Since the annual meeting in June, they have done magnificently in South Africa and Canada, and also in the Bombay Presidency. Only trained men and men who have seen active service are enlisted. The English Command has nothing to do with the Territorial Force, but they are officially recognised for service in Great Britain, Canada, Australia, South and East Africa, and Bombay. Only men are enlisted who, for various reasons, cannot comply with the regulations applicable to the "Territorial" but who are nevertheless efficient men. Although the organisation was only started two and a half years ago, the Command is entirely self-supporting, could call out 3,500 Officers and men. They are not organised for actual fighting purposes, but constitute an intelligence arm—a well-armed, well-trained, and well-disciplined force, acting as guides, scouts, pioneers, and swift horsemen. Fully 95 per cent. of the Frontiersmen are qualified for mounted work as well as foot work. General satisfaction has been expressed by the men at the interest which the King and the Prince of Wales take in the movement. Most of the encampments and marches for the year are over, but one Birmingham Command is to hold a camp of instruction from the 1st to the 8th August. The London Command, under Colonel Driscoll, D.S.O., is making arrangements to hold a grand three days' tournament during the autumn.

THE HON. MR. WEI YUK, C.M.G.

THE INVESTITURE.

The investiture of the Hon. Mr. Wei Yuk with the Companionship of the Most Distinguished Order of St. Michael and St. George took place at Government House last evening in the presence of a large gathering of ladies and gentlemen, which included many of the leading Chinese residents of the Colony. His Excellency, in Windsor uniform, entered the ballroom with Colonel Darling R.E., on his right and Rear-Admiral Stokes on his left. Behind followed the leading officials and members of the Executive and Legislative Councils, for whom seats were provided on either side of the Governor. As soon as His Excellency had taken his place, the Hon. Mr. Wei Yuk was escorted into the room by the Hon. Dr. Ho Kai and the Hon. Mr. William Chatham, both Companions of the Order.

His Excellency then said—Mr. Wei Yuk, I am deputed by His Majesty King Edward to present you in his name and on his behalf with the insignia of the Companionship of the most Distinguished Order of St. Michael and St. George which he has been pleased to confer upon you. Your long and loyal service to the Government of this Colony, and the absolute integrity and rectitude of character which distinguishes you, is known and appreciated alike by the British and Chinese communities. For many years, and more especially in times of difficulty and disorder, the Registrar-General has looked upon you as his right-hand man. In suppressing the Triads, in the strike of 894, in the Nansen piracy affair, and also in the reorganisation of the district watchmen by Dr. Stewart, and more recently, since I have been here, in the management of the Po Leung Kuk, and as a member of the Legislative Council since 1902; in all these and in many other matters—you have, during a long public career, served His Majesty and the interests of the Colony loyally and well. I am quite sure that I voice the general opinion of your fellow subjects, British and Chinese, in Hongkong, when I say that we believe that there is no one better deserving the honour which His Gracious Majesty, by my hand, confers on you today. On behalf of the whole community I offer you congratulations, and express the hope that you may long be spared to continue to render public service as you have done in the past; and I would desire to add my own personal most hearty and cordial good wishes.

His Excellency then handed to Mr. Wei Yuk the documents appertaining to the honour, and pinned the decoration to his breast. This ended the ceremony and the company were invited to partake of refreshments. The Hon. Mr. Wei Yuk remained busy receiving the congratulations of his many friends.

ST. ANDREW'S SOCIETY.

The report of the Hongkong St. Andrew's Society for presentation at the Annual General Meeting to be held at the City Hall, on Friday, 25th September, states:

Gentlemen,—Your Committee have pleasure in presenting to you their Annual Report and Statement of Accounts for the year ending 31st August, 1908. The balance at the credit of the Society now stands at \$1,871.47.

St. Andrew's Day, 1907, was celebrated by a Ball, which proved both a social and financial success. There was a credit balance of \$192.77 being less by \$531.16 than the previous year when the profit was \$723.93.

On Friday, 3rd January, the officers of the Cameron Highlanders were entertained by the Committee at a dinner, and the men of the Regiment were invited to accept the hospitality of the Society which they did. Their stay in the Colony was expected to be one of two or three days only, and the necessary arrangements had to be more or less rushed, but, thanks to great measure to the efforts of Mr. T. F. Hough, the entertainment to the Regiment was most successful, and was also fully appreciated. The cost of entertaining was met by private subscription from members.

Mr. C. H. Ross was invited to join the General Committee on the departure of Mr. Henry Keewick from the Colony, and accepted.

Eleven new members joined the Society during the year as against 44 in the previous year. The Committee would specially ask the assistance of members in securing new members. The entrance fee is only \$5.00 and the annual subscription \$2.00.

R. SHAWAN, Chairman.

DAVID WOOD, Acting Hon. Secretary.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Awa Maru* (European Line) left Moji for this port via Shanghai on the 7th inst., and is expected here on the 14th inst.

The N.Y.K. str. *Tosa Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 8th inst., and is expected here on the 17th inst.

The N.Y.K. str. *Yokohama Maru* (Bombay Line) left Colombo for this port via Singapore on the 7th inst., and is expected here on the 23rd inst.

The P&O str. *Patna* left Singapore on the 9th inst. for Hongkong.

The P&O str. *Empress* from Sydney, &c., left Port Darwin on the 8th inst. for Timor, Manila and this port.

The C.P.R. str. *Empress of China* arrived Yokohama at 7.30 a.m. on Wednesday, the 9th inst., and left again at 3 p.m. same day for Kobe where she is due to arrive at 4 p.m. to-day.

The S.N.K. str. *Tsuru* which left this port on the 4th ult., was delivered in Lyons on the 6th inst.

CANTON.

[FROM OUR CORRESPONDENT.]

September 8th.

CONSTITUTIONAL GOVERNMENT.

Viceroy Chang has received a dispatch from the Grand Council at Peking stating that, in view of the public agitation for "Constitutional Government, the Throne has recently issued an Edict fixing a definite time for the establishment of Parliament. The dispatch goes on to say that the Empress Dowager and the Emperor consider that great responsibility is attached to all officials, high and low, in this important matter, as they had taken a leading part in recommending Constitutional Government. Consequently, it is their duty to cause thorough investigations to be made for the purpose of ascertaining what is the best procedure. If there are any persons well versed in Constitutional Government it is the duty of all Viceroys and Governors to recommend them, so that the Throne may know those who are useful and employ them.

All officials are requested to exhort the educated classes who are against the establishment of Constitutional Government and forbid them inducing the public to protest against it. They are also to forbid the making of sedition speeches.

NEW FIRE-ARMS REGULATIONS.

The Waiwapa has sent to the Viceroy copies of the new regulations regarding the importation of fire-arms into China by foreign merchants. It is said that the new regulations have been approved of by the Foreign Ministers at Peking. The Viceroy is requested to distribute copies to all the Customs Houses and British Stations within his jurisdiction. This is the outcome of the "Tatsu Maru" affair.

SLAVE LAWS.

It is reported that Viceroy Chang has instructed the Provincial Judge to draw up a law covering the prevalent custom of selling boys and girls as slaves. A clause must be inserted giving right of redemption within a fixed period, a reasonable rate of interest being allowed on the purchase price. The purchaser of a girl is to be prohibited from re-selling her to any house of ill-fame.

OPIMUM LICENSES.

Up to about a month ago anybody who wished to obtain an opium license could easily do so by going to a licensed opium shop and purchasing some opium. He would be immediately arrested and fined a couple of dollars for purchasing opium without a license, and a license would thereupon be given to him, free of charge. Dealers in opium licenses have often made use of this trick and the officials were pleased to see it repeated as it benefited both parties. This is the surest and quickest way to obtain a license. A license is granted to a person free of charge and, but the officials make nothing out of it, they are usually rather slow in granting licenses; then, again, an applicant has to answer a series of questions and go through a lot of unnecessary trouble in obtaining it. The result is that very few opium smokers care to take the trouble to go personally to the police stations and apply for a license. This has created a new line of business known as the opium license trade.

I am informed that the Government has ceased issuing the paper licenses and intends calling in all the present licenses and replacing them with wooden ones, in which case a fee will be charged all new applicants. The price of each license is quoted as 10 taels in Fatsien, and business is said to be rather brisk.

SMUGGLERS ARRESTED.

It is reported that Captain Lai Chan Hoi, who was recently appointed Captain of the Shamoon Guard, has arrested a Chinese stoker of the s.s. "Heung Shan" who is alleged to have been implicated in the smuggling of the 200lbs. of dynamite and 2,000 percussion caps. The man is now detained in Luis Yamen pending investigations, which are expected to lead to the arrest of other persons who were connected with the affair.

The explosives have been dumped into the River near Fu Moon (Tiger Fort). The Customs House Officers who made the seizure have been rewarded with Tls. 160, being 80 per cent of the value of the articles seized.

REINSTATEMENT OF CASHERED OFFICIALS.

Viceroy Chang has recently memorialised the Throne to reinstate many officials who were cashiered or degraded by ex-Viceroy Shun. Prominent among them are ex-Minister So Yuen Chan, ex-Nam-Hoi Kai King Fook, ex-Colonel Li Sai Kwai and ex-Professor Li Ka Chent. Pui was to return to Canton and receive official appointment, but the merchants here, on hearing the news, immediately petitioned the high Cantonese officials in Peking to take measures to prevent Pui's return to Kwangtung. Li Sai Kwai is now in Canton and is the monopolist of the Western Suburb Fatsien. It is reported that he is about to receive an official appointment. Li Ka Chent is on his way to Canton and will be appointed Prefect of certain Prefectures.

A few days ago His Excellency received a decree from Peking in reply to a memorial sent by him reinstating the cashiered officials ex-Sub-prefect Shun Lun Shu and ex-Colonel Lai Chan Kok, who were cashiered on account of the Linchow massacre.

What is especially noteworthy about this fact is that the Viceroy has given them their former positions in Linchow again. In the Viceroy's memorial he exonerated these two officials from responsibility by stating that it was beyond their power to suppress the riot which occurred so suddenly, and he blamed the American Missionaries who, he said, had caused the riot by rousing the anger of the people through interference with a religious ceremony.

Of the 21,636 Chinese in the Rand on June 30, twenty-three died during July, one was struck off the strength, and 3,199 were repatriated. The total number in the country on July 31 was 18,418.

SUPREME COURT.

Wednesday, September 9th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGOTT
(Chief Justice).

THE HONGKONG AND SHANGHAI BANK SUED.
Action was brought by Lau Man Cho, otherwise Lau Hok Shun, to recover from the Hongkong and Shanghai Banking Corporation 34 title deeds which, plaintiff alleges, are his property, and are wrongfully detained by the defendant.

Mr. M. W. Slade, instructed by Mr. J. Scott Harrison (of Messrs. Ewens and Harrison) appeared for the plaintiff, while the Hon. Mr. H. B. Pollock, K.C., instructed by Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master) represented the defendants.

The statement of claim set forth that the plaintiff was a gentleman residing at Shanghai. The defendants were wrongfully in possession of documents, the property of the plaintiff, and, although plaintiff had demanded them, the defendants had refused to give them up. The claim was for the delivery of the said documents or \$600,000 damages.

The statement of defence said that defendants' position was lawful. The documents were handed to the defendants by the Wang Fung firm, in which firm plaintiff was a partner, for the purpose of securing the repayment to the defendants of certain bills of exchange with interest. The said bills were drawn in the usual way of business of the said firm, for the purpose of obtaining money from the defendants for the use of the said firm, the proceeds received from the defendants on the sale of the said bills being paid by the drawers (who acted as agents for the Wang Fung firm in the negotiations) to the said firm. If (which the defendants did not admit) the documents were the property of the plaintiff, and were not the property of the Wang Fung firm, the plaintiff authorized the firm, or in the alternative negligently put it in the power of the firm by entrusting them with the possession of the documents, to charge the documents as a security in the manner aforesaid. Some of the bills were still unpaid, and there was owing to the defendants in respect of such unpaid bills for principal alone the sum of \$1,340,450.83.

In the alternative, the defendant said that the proceeds of such unpaid bills has been applied for the use or benefit of the Wang Fung firm. The defendants were in the circumstances entitled to a charge, or in the alternative, to a lien as bankers, or in the alternative to retain such documents for the purpose of securing repayment to them of the said principal and all interest due thereon, which principal and interest was due and owing to them by the said firm, and by the plaintiff as a partner therein. The defendants did not admit that the documents or any of them were the property of the plaintiff, and denied his right to recover them. Further, they said the Court had no jurisdiction to determine the title to land or to a charge or lien on land which was situated in a foreign country, namely at Canton in the Empire of China. Proceedings were now, and were at the time of the commencement of this action, pending between the parties to this action in China, before the Nankai Magistrate at Canton, in connection with the right of the defendants to retain possession of the title deeds. In the said proceedings before the Nankai Magistrate, wherein the defendants in this action were plaintiffs and the plaintiff was defendant, the plaintiff in this action had put in certain pleas by petition, thereby submitting to the jurisdiction of the said Magistrate in connection with the title deeds of the said land. Under these circumstances the institution and continuance by the plaintiff of this action was vexatious and embarrassing to the defendants and was an abuse of the process of the Court. The defendants further made a counter claim for the payment by the plaintiff to the defendants of \$1,340,450.83, together with interest thereon at the rate of eight per cent. per annum.

Mr. Slade said he ought to have mentioned that an appearance was entered by the defendants in this action conditionally, but without their having obtained leave to file a conditional appearance, and without their taking any steps upon that conditional appearance to set aside the writ or anything done thereunder.

Mr. Pollock thought, seeing the pleadings had been read, that he should take the point of jurisdiction. The first point of jurisdiction was a question which did not seem to require any evidence to support it. His Lordship would see in the statement of defence that this Honorable Court had no jurisdiction to determine the title to land, or to charge or lien on land situated in a foreign country. Although it was a fact that this claim of the plaintiff was for the return of certain deeds handed to the defendants, His Lordship would appreciate that the question of the title to the land was involved, that was to say, to the extent of whether or not the defendants had any charge, or lien or security upon the land which was represented by those deeds. By way of emphasizing that point, Counsel referred to the prayer of plaintiff in the statement of claim. Plaintiff claimed the delivery of the said documents to him, or \$600,000 damages. It was obvious that these deeds—pieces of paper—as apart from the property which they stood for and represented, were of very little value; but, obviously, the reason why the alternative claim was made for \$600,000 was because that would be the value the plaintiff would put upon the property represented by the deeds. The defendants said these deeds were deposited with them as security, and that the deeds were deposited by people who were authorized by plaintiff. The point really raised was what was ordinarily called an equitable deposit of deeds as representing the property included in the deeds. As His Lordship was aware, such things were constantly

done; deeds were deposited as security, and that formed what was known as an equitable charge on the land represented by those deeds. It was not in every case that a formal document of mortgage was drawn up conveying the property?

His Lordship—Where was the deposit made? Mr. Pollock—The deeds were brought to the defendant bank here. Obviously the effect of the charge would have to be determined according to the law of China because the title to the land would be registrable in China. To put it shortly, the land register of this property was not within the jurisdiction. The land itself was without the jurisdiction, and Counsel submitted that the only authorities—which possessed jurisdiction to deal with the title to the land were authorities outside the Court—the Chinese authorities.

His Lordship—It seems there is a new registration law. Mr. Pollock—I think your Lordship knows there is a certain register kept in China? Mr. Slade—I don't think the Court can take judicial knowledge of the law in China.

His Lordship—If your proposition is good it stands quite irrespective of registration.

Mr. Pollock—Whether this Court could, as it were, issue a mandate to the Chinese authorities to direct them in this matter—to direct them adopting the plaintiff's point of view, that the plaintiff is entitled to this property free from any charge of the Hongkong Bank or not. His Lordship—Surely the only question is whether a charge exists or not.

Mr. Pollock—This would be obviously a question affecting the title of property in China; that is to say, your Lordship's decree, whatever it may be—whether in favour of the plaintiff or the defendant—will affect the right of property outside the jurisdiction.

His Lordship—Assuming there is a registration law in China, the question of title can only be influenced by the man in possession of the title deeds.

Mr. Pollock—The title deeds are merely the symbols of property. If they were not recognized as symbols, the Bank would say they were mere papers.

His Lordship—There are a number of cases in which the Courts have dealt with mortgages relating to foreign lands.

Mr. Pollock—I don't think there is any case which would go to the extent of giving the Court jurisdiction. We submit your Lordship must take cognizance of the fact that there are some authorities in China whose business would be to determine on application whether a charge would be registered or not.

His Lordship—That does not advance your proposition in the least. Supposing there were none, you must treat the question precisely as you would suppose this was a charge on land in England.

Mr. Pollock—I submit not. It seems to me that the question is whether this Court can assume jurisdiction. If the Bank cannot prove they took those deeds and took them with all the necessary authorities, then, of course, the Bank's claim cannot be maintained. The Bank's position all through is, as it were, an inroad on the title of the plaintiff.

His Lordship—I think the matter falls within the jurisdiction.

Mr. Slade then opened the plaintiff's case. He said the plaintiff was a Chinese gentleman, a scholar of very high attainments and a very successful business man. For some five years from about 1890 to 1895, he was the farmer of the Waiping lottery in the Province of Kwang-tang, under concession from the Viceroy of the Two Kwang provinces. Toward the end of that concession, which was for five years, plaintiff was desirous of going north on business, and he entered into an arrangement with seven men—all of whom were men of position and all of whom were reputed to be wealthy men—that they would act as his agents on certain terms for the completion of the then existing lottery concession, and, further, they were to apply for, and work in conjunction with himself, a concession which they hoped to obtain for the next period of six years. On the expiry in the end of 1895 of his term, his agents, the Wang Fung Co., applied for the new concession, but without success. It was granted to two merchants who, after working it for about a year, failed, and in 1896 the Wang Fung Co. obtained the concession of these lotteries for a period of seven years, which expired in June, 1904. In the concession in which he was farmer plaintiff owned the whole of the property and the capital employed in the carrying on of this firm, but the whole of this property was left in the hands of his agents for the purpose of carrying on the second term which he hoped to obtain.

The hearing was adjourned.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 8th at 9.30 p.m.—The typhoon to the South of the Loochoos, appears to be moving towards N.W.

On the 9th at 11.50 a.m.—The barometer has fallen moderately over the Loochoos, and risen slightly in the Philippines.

The typhoon is now situated to the S.E. of Naha (Loochoos). It appears to be moving Northwards.

Pressure has increased moderately on the N.E. coast of China, the depression lying in that neighbourhood yesterday, having moved away to the N.E.

Pressure high over N.E. Japan, and over China to the North of the Upper Yangtze.

Light or moderate N.E. winds may be expected in the Formosa Channel, and along the Northern shores of the China Seas.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
N.E. winds, light or moderate; fair.

Hongkong & Neighbourhood, Same as No. 1.
Formosa Channel, Same as No. 1.
North coast of China between Hongkong and Loochoos, Same as No. 1.
South coast of China between Hongkong and Hainan, Same as No. 1.

AT THE MAGISTRACY.

Earnest Wellberg, and John Smith were yesterday ordered to pay fines of \$3 and \$3 for disorderly conduct in the compound of the Sailors Home.

The coolie who hid behind some boxes in Messrs. Blackhead's while the place was being locked up and who afterwards stole \$150, ten lead pencils and seven looking glasses was brought before Mr. Kemp yesterday and sentenced to three months' hard labour.

A Japanese watchman who refused to pay his tram fare and assaulted the conductor when asked for it, was yesterday ordered by Mr. Kemp to pay a fine of \$3 for the first offence and \$5 for the second. His Worship asked Mr. Glendenning, who appeared in the interests of the Tramway Company, if he objected to compensation being paid to the conductor, and Mr. Glendenning expressed the opinion that it would open the way to malpractices.

A Chinaman presented a richa coolie for demanding more than his legal fare and also with assaulting her. Her story was that he took her from St. Francis Street to Gough Street and when she tendered him fourteen cents he wanted more and as she did not comply with his demand he struck her on the eye. After hearing the evidence his Worship said he was not satisfied as to who struck first. However he would fine the coolie \$2 for demanding more than his fare and \$2 for the assault.

An interesting case was mentioned yesterday. A German lady, Mrs. Behler, residing at 3 Park View, was surprised on receiving a letter from her husband to learn that he had forwarded one a few days before enclosing \$100 which she had not received. On making complaints at the Post Office inquiries were instituted with the result that the boy in her employ was arrested on suspicion; the postman who delivered the letter containing the money, having declared that he was the individual to whom he handed the letter. He was remanded pending further inquiries.

MACAO.

[FROM OUR CORRESPONDENT.]

September 9th.

FATAL ACCIDENT AT CEMENT WORKS.
At the Green Island Cement Works, on Friday, a Chinese workman who was caught in the machinery belts was crushed to death. An inquiry was held by the coroner, and a verdict of accidental death returned.

YACHTS IN ORIN-SAN GARDENS.
A picnic at which a number of Naval officers, entertained their friends in Chin-San Gardens on Sunday ended in a free fight with a party of Chinese. It is a noteworthy fact that when our sailors attend anything of this kind in these gardens some extraordinary event takes place. In future it will be wise for foreigners on pleasure bent to avoid Chin-San, for the Chinese will no doubt be thirsting for revenge after this latest occurrence. When the party arrived at the gardens the band began to play and dances were organised. Celestials in the vicinity, thinking it was a free show, gathered to "look on," but the sailors objected to their presence and attempted to drive them away. One of the native spectators, a Mandarin's soldier, objected to being turned away, and picking up a bottle brandished it threateningly. A sailor attacked the man and turned him out of the gardens. Later, when the party were returning home, they were attacked by a mob of Chinese, and a free fight resulted, but fortunately no serious damage was done on either side.

MACAO'S REVENUE AND ADMINISTRATION.
The two largest sources of our Colony's income are derived from opium and fan-tan. From the former we gain some \$400,000 a year, and from the latter about the same amount. I do not know whether the Government have ever thought how, when the revenue derived from the opium traffic disappears, they will make up this sum. A substantial amount is derived from fan-tan, but it is doubtful whether this will continue a permanent source of revenue. There are other monopolies granted by Government, but they are scarcely worth mentioning. The Santa Casa Lottery is not likely to have a long run, as the tickets are now offered at \$9. Truly the financial outlook of Macao is not a bright one.

It is a pleasure to be able to state that the administration of the Colony is now in the hands of a clever and prudent man, and in our new Governor, Senhor Regada, we have an administrator who has already shown his sympathy with the aims of residents to improve the condition of the Colony. In view of the fact that a new commercial city is springing up on the West River, it is to be hoped also that His Excellency will induce the Fassa-da to modify industrial and house taxes. Many of the businesses here are at a standstill owing to the treatment meted out by the Fassa-da to local merchants, who in many instances have had to pay heavy fines. Many, I am sorry to say, have left the Colony to settle in places where "squeeze" is not so prevalent.

HONGKONG STENOGRAPHERS.

The following results of examinations in speed and theory isabland, conducted under the auspices of Pitman's Shorthand Speed Committee for Hongkong have been reported:—
Speed.—F. M. de Grace, Oriel (100 words, Carlos Sequeira (100 words), Evaristo Marques (80 words and Full Certificate of Proficiency).

Theory.—Pan Kan-Wing, Peter Prevost, Joachim Thum, Arthur Comares Ong, John G. Hoop, Jose Tavares, John Silva.

The certificates will be presented on the return of Mr. Wolff, Chairman of the Committee from Japan.

SINGAPORE SHIPPING CONFERENCES.

BY THE COLONIAL SECRETARY.

The following are extracts from the report on the Straits Settlements for the year 1907 by Captain A. H. Young, C.M.G., the Colonial Secretary:—
The vexed question of Shipping Rings, or Conferences, is awaiting the report of the Royal Commission appointed in England, in 1907, to investigate the subject.

A report by a Sub-Committee of the Singapore Chamber of Commerce, dated the 10th of July, 1907, answering questions on this subject submitted at the instance of the Royal Commission was forwarded to the Secretary of State together with a report from Mr. Stuart, the Registrar of Imports and Exports.

The officer, at my request, has prepared a statement showing the approximate volume of cargo shipped in scale tons during 1907 to the United Kingdom, thence to Europe, excluding Russia, to which country the influence of the Conference does not extend, and to America, the approximate amount of freight paid thereon and the average approximate amount that would have been paid yearly on the same cargo at the rates current during the five years previous to the Conference.

APPROXIMATE RESULTS.
I annex the Register return which shows approximately the tax on cargo levied by the Straits Settlements and New York Shipping Conference in 1907, or in other words, the amount estimated to have been actually paid in excess of that which the currently quoted average rates of freight during the respective five years prior to the establishment of these Conferences in 1897 and 1905 respectively would have entailed.

The results for 1907 are approximately as follows:—
Total volume in scale tons of cargo shipped to the United Kingdom, the rest of Europe, including Russia and to America, tons 339,200. Total freight charged thereon ... \$537,500. Total freight that would have been charged on the same prior to the Conference ... 403,400.

Difference ... \$134,100.
Secret rebate of 5 per cent. on all freights pooled, paid to certain specially favoured firms ... 29,375.
The Registrar of Imports and Exports is of opinion, that the difference of \$134,000 which he shows, is for the following reasons an underestimate:—

(i) The quotations prior to the establishment of Conferences were the asking prices and less was frequently obtained.
(ii) Articles which are shipped as bag goods and measurement have all been reckoned by him at the lower or bag rate.

(iii) Other principal articles on much of which expensive freights are usually charged have been reckoned by him on the basis of the low freights quoted for principal goods, which show 43 per cent. of an increase compared with about 30 per cent. for measurement cargo.

(iv) Other articles such as Tapioca flour, Pearl Sago, Cassia, certain Gums, Spices, and so forth, are not included.
(v) Of Bauxite, one-third of the quantity exported to the United Kingdom, and the whole of what went to the Continent have been assumed to have been shipped as Damages which pay a much reduced rate of freight: the same article to America has been at scale tons rate.

In these and other ways favourable consideration has been given so that there may be no ground for any allegation of exaggeration. The Sub-Committee of the Chamber of Commerce of Singapore in their report, dated 10th July, 1907, gave figures showing that there was an increase in the volume of shipments of the principal articles of produce (excluding tin) to the United Kingdom, the Continent and the United States of America in the second five years over the first half of the decade prior to the establishment of Conferences.

The same statement shows that in volume of cargo shipped there was an actual loss in the second five years over the first five years after the formation of the Conference. The net loss in ten years is placed by the Sub-Committee at 238,512 tons, or a yearly average of 23,851 tons.

EFFECT OF CONFERENCES.
Deductions from these figures would appear to indicate that there has been a diversion of trade due to the action of the Conference, and taking into consideration that there has been an enormous expansion of trade throughout the Eastern Archipelago since 1895, of which the Colony is a part, it is evident that as a main collecting and distributing centre should have derived its full share, the diversion of trade is much greater than is shown by the figures given in the report referred to.

Whether this diversion of the trade is due directly to the effects of these Conferences, or whether it has been contributed to by a variety of causes, the fact remains that there has been a diversion of trade so considerable as to make the subject a most serious one for the Colony.

Undoubtedly one effect of these Shipping Conferences has been to eliminate all chance of any sailing vessel obtaining cargo in the Colony for the United Kingdom or Continent of Europe, and the same prohibition has in effect been placed upon the economically run tramp steamers, British mainly, which used to participate largely in the important overseas carrying trade of this Colony.

SPECIAL PREFERENCE.
It seems appropriate to remark specially here that the report of a Sub-Committee of the Chamber of Commerce of Singapore referred to above, emphasises the fact that a practice exists under which the Steamship Companies comprising these Conferences pay a preferential, or so-called secret, return of 5 per cent on the total of all freights earned from the Straits by privileged firms or persons; the apportionment among these firms being kept secret. The Sub-Committee (some of the members of which belong to firms who are participants in this special privilege) have placed on record that the privileged firms or persons—among whom are foreigners—who participate in this so-called secret 5 per cent. return are thus placed at an advantage over other merchant shippers of this Colony.

This practice of giving a special preference to a selected few is, I believe, peculiar to this Colony. Other articles given show that the average amount of freight charges paid on 339,200 tons of cargo exported to the United Kingdom, the Continent of Europe, excluding Russia, and America, in 1907, over the amount that would have been charged prior to Conferences was \$134,100 or \$1,405,600.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Ointment, Lait Chamois and Special Skin Tonic and Poudre Chamois will ensure you the best. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

GENUINE TANSAN.

IMITATION TANSANS ARE NOT ONLY UNPALATABLE BUT OFTEN POSITIVELY DANGEROUS.

TO AVOID IMITATIONS INSIST ON SEEING THE NAME J. CLIFFORD WILKINSON ON THE LABEL AND THE WORDS BOTTLED AT "TAKARADZUKA."

PER CASE OF 48 HALF-BOTTLES TANSAN WATER	87.55
" DOZEN 100 QUARTER-BOTTLES	1.85
" DOZEN 48 HALF-BOTTLES TANSAN GINGER ALE	9.25
" DOZEN 48 HALF-BOTTLES TANSAN GINGER ALE	1.35
" DOZEN 48 HALF-BOTTLES TANSAN GINGER ALE	2.15
" DOZEN 48 HALF-BOTTLES TANSAN GINGER ALE	6.00
" DOZEN 48 HALF-BOTTLES TANSAN GINGER ALE	1.50

H. PRICE & CO., LTD.

WINE, SPIRIT & CIGAR MERCHANTS,

QUEEN'S ROAD CENTRE, 7.

JAPANESE IN MANCHURIA.

The Times correspondent at Tokyo writes:

A great deal of interest attaches to the South Manchuria Railway not merely because English capitalists have lent six millions sterling on the security of the line, but also because the manner of working it provoked adverse criticism last year and suggested to some observers that Japan is not frankly disposed to practise the open-door policy in Manchuria. The company has just held its semi-annual general meeting, at which the following accounts were presented and passed:

	Income.	Outlay.
Railways	5,875,462	3,344,168
Mines	837,163	582,993
Harbour	426,634	486,628
Land	82,638	185,275
Hotels	42,940	69,194
Electric Lighting	59,247	61,980
Various	417,678	708,731
Interest on loans		976,300
Fund to cover difference of exchange		58,578
Total	7,540,648	6,402,607
Net Profit		1,087,987
Brought over from previous account		935,907
Total available		2,018,888

The amount was distributed as follows:—
Reserves ... 55,369
Dividend (6 per cent.) exclusive of State's share ... 60,000
Special Reserve ... 200,000
Rewards to officers ... 97,000
Carried forward ... 2,002,489

REMARKS ON DEVELOPING THE RAILWAY.
Several features of these accounts invite comment. This it will be observed that a dividend is paid on only the privately owned shares—two millions sterling—and that nothing is allowed to the Government's shares—ten millions sterling. According to the company's charter, 6 per cent. is guaranteed on the capital paid up by the general public, and the State's shares do not become eligible for dividend until that amount has been realized. It was actually realized during the last year under review, and a large surplus remained for distribution, but the programme is to make no allotment on account of the State's holding until the results of a full year's working have been ascertained. The second noticeable point is that the company is engaged in various collateral enterprises, and that among these the Fushun coal mine alone shows a profit. This is explained by the fact that the directors take a very liberal view of the whole project. They believe that everything which contributes to the development of Manchuria contributes to the prosperity of the railway, and with that idea they are building hotels, improving harbours, reclaiming lands (in the railway zones), providing electric lights, and so forth. These collateral enterprises are expected to be themselves profitable eventually, but they have not yet emerged from the embryonic stage. The Fushun coal mines are undoubtedly a very valuable property. When the company came into possession, the cost of a ton of mineral at the pit's mouth was about 8s. 6d., owing to the high price to which labour had been forced during the war. It was feared that this state of affairs could not be fully corrected for some five or seven years, but much greater elasticity has been found possible, and a ton of coal can now be excavated for about 5s. The output, though capable of almost limitless development, is still small, efficient machinery not having been yet provided. It is conceivable too, that some reserve is exercised in this matter so as to avoid injurious competition with the Kynash mineral.

On the whole the above accounts are considered highly favourable. The net earnings, as noted, the most optimistic estimate by more than half a million sterling.

ANSWERS FOR AMERICAN STOCK.
In introducing the semi-annual report Baron Goto, president of the company, made some interesting statements. He alluded to the very great difficulties which had been encountered in transforming the administration of the road from the military system to the civil. Had it been possible to reorganize the whole staff, a radical change might have been effected from the outset; but nothing of that drastic nature being feasible, improvements had to be carried out in many cases by the aid of men wedded to the old methods. Then, again, pending the widening of the gauge, the makeshift rolling stock brought originally from Japan for military purposes was alone available, and there had resulted much inconvenience in the transport of passengers and goods. In these circumstances adverse criticism had unavoidably been provoked, and rapidity of conversion being therefore most desirable, orders for materials and rolling stock had been placed with the only manufacturer who could guarantee to furnish them speedily—namely, the workshops of America. This explanation was obviously addressed to England, where some embargo has naturally been caused by the fact that, while obtaining the assistance of British capitalists to finance the enterprise, the Japanese carried their custom to the United States. Baron Goto protested in most emphatic terms against the imputation that Japan's policy in Manchuria is exclusive. The Japanese Government, he declared, desiring to encourage all civilized enterprise tending to promote the development of Manchuria, and has given practical evidence of that wish by establishing at Taiyuan an investigation bureau where the fullest information is afforded to all applicants without distinction of nationality.

In this context mention may be made of the fact that the import of Japanese products and manufactures at Taiyuan during last year totalled less than £150,000, a figure much too paltry to warrant the outcry raised in some quarters about discrimination in favour of Japanese merchandise. Something like 23 millions sterling worth of railway materials and stores for the Government General were imported, and the special facilities given to these may possibly have provoked some discontent and misconception.

CURED HERSELF AND LITTLE SON

Mother Had Ringworm—Boy Had a Very Bad Place on Thigh—Spread and Grew More Painful—Medical Treatment Failed.

USED CUTICURA REMEDIES WITH PERFECT SUCCESS

"I have used Cuticura Soap and Cuticura Ointment with most perfect success. Twelve years ago I used them as a complete cure for ringworm, after having had a medical man in attendance and recently, my little son, Norman, had a very nasty place on his thigh. We did not know how it was caused, but I had medical treatment in N. York for it. But as it went on and on, I got larger and more painful. Remembering how I had used Cuticura Soap and Cuticura Ointment for my boy and they quite cured his leg. After that a similar place came on his arm which I am still treating, but it is almost unnecessary, as it has nearly gone and the child is quite well. I shall always have pleasure in recommending Cuticura Soap and Ointment for any disease of the skin whenever I see an opportunity. Mrs. Elsie Andrews, The Laurels, Thornton, Long Stratton, Norfolk, Oct. 9, 1906, and Jan. 10, 1907.

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases.

From little patches of eczema, better, milk crust, psoriasis, etc., on the skin, scalp, or hands of infants, children, or adults are instantly relieved and speedily cured in the most effective manner by warm baths with Cuticura Soap, and gentle anointments of Cuticura Ointment, the great Skin Cure.

Complete External and Internal Treatment for every form of Eczema, Children, and Adults. Cuticura Ointment to Cleanse the Skin, Cuticura Soap to Purify the Blood, and Cuticura Tablets to Purify the System. Sold throughout the world. Depot: London, 27, Chancery Lane, W.C.2. Sole Importers: Messrs. J. & A. Potter Drug & Chem. Co., Ltd., 11, F.S.A.

ITCHING-TORMENTS

From little patches of eczema, better, milk crust, psoriasis, etc., on the skin, scalp, or hands of infants, children, or adults are instantly relieved and speedily cured in the most effective manner by warm baths with Cuticura Soap, and gentle anointments of Cuticura Ointment, the great Skin Cure.

AN AIR TORPEDO.

NEW INSTRUMENT OF WARFARE.

The Berlin correspondent of the Standard sends the following uncomfortable communication:—

Messrs. Krupp, of Essen, have acquired all the patent rights in the new air torpedo invented by Colonel Unger, Silesian subject to one reservation, that the Swedish Government shall have the right to make full use of the latest weapon in every form. Colonel Unger, while satisfying his patriotic scruples, has done an excellent stroke of business, as Messrs. Krupp paid a very large sum for the purchase of the patents.

The air torpedo, which is one of the deadliest instruments of destruction yet invented, will be shortly introduced into the German Army and Navy, and will thereby possess a more effective equipment than any other Army and Navy in the world, with the single exception of Sweden. Colonel Unger's torpedo can be fired without producing any recoil, hence the torpedo tube is light, and easy to move quickly from place to place. The air torpedo tube is conveyed on a motor car, and can be speedily unmounted and fired without any elaborate preparations, much more rapidly than Field Artillery can be brought into position for firing.

The air torpedo can be used in every kind of warfare. In the land warfare the new weapon will exercise a destructive effect on the most formidable works of defence. In field operations the torpedo can be hurled against bodies of troops, as well as against troops in covered positions. In view of the fact that the torpedo can be fired without the least noise, it will be difficult for the enemy to locate the position of the torpedo-battery by which it is being attacked. In coast defence the air torpedo could be fired in such a way as to drop on the decks of hostile battleships.

Colonel Unger has invented an air torpedo of greater calibre for use in naval warfare, so that henceforth warships will be liable to be torpedoed from above as well as beneath the water line. A smaller air torpedo is to be constructed for use in mountain warfare, where it could be employed in terrains quite inaccessible to Mountain Artillery of the present type. Military experts declare that the air torpedo is a truly epoch-making invention, which adds one more horror to modern warfare.

A BISHOP'S SURPRISE.

Walking along the sands at Blackpool one day last month, the Bishop of Manchester, reached his central mission point to find his youthful son addressing "the crowd." The Bishop, unseen by his son, listened attentively behind the screen at the rear of the platform, and when Mr. Knox concluded his brief address, his lordship stepped out and promptly called the surprised young man on the shoulder. Commencing his own address, Dr. Knox said: "Birmingham, Manchester, and London are all American bishops. 'Oh, if I could only get some outtings from him.' He (the speaker) added: 'You have heard my son; some outtings from him would make a better bishop than you have got to-day.'

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent to the Editor, before 11 a.m., on day of publication, after that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Code: A.S.C., 5th Rd. Lieber's.

P.O. Box, 83, Telephone No. 12.

NEW ADVERTISEMENTS

FOR SALE.

A COUNTRY BRED CHESTNUT MARE (Indian).
Apply to
THE MANAGER,
Kennedy's Horse Repository,
Hongkong, 10th September, 1908. 1283

NORDDEUTSCHER LLOYD BREMEN
IMPERIAL GERMAN MAIL LINE.

For SHANGHAI, NAGASAKI, HIOGO and YOKOHAMA.

THE I.G.M. Steamship

"LUTZOW"
Captain C. Dörmann, will leave for the above places TO-DAY, 10th September, 1908.

For further Particulars, apply to
MELCHERS & Co.,
Agents,
Hongkong, 9th September, 1908. 1279

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBÉ AND MOJÍ.

THE Steamship

"ARRATOON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.,
Agents,
Hongkong, 9th September, 1908. 1279

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLUMBO AND SINGAPORE.

THE Company's Steamship

"KAMAKURA MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th inst., will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Hongkong, 8th September, 1908. 1282

NORDDEUTSCHER LLOYD BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUTZOW,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th September, will be subject to rent.

All broken, damaged, and damaged Goods are to be left in the Godown, where they will be examined on the 16th September, at 8.30 a.m.

All Claims must reach us before the 20th September, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents,
Hongkong, 9th September, 1908. 1283

WANTED.

A POSITION of Trust in a First Class Hotel. The advertiser is a fluent English speaking French, English, German, Italian, Spanish and Russian, and would be useful for introducing provisions and ships stores to ships in harbour. Excellent references as to character, etc.

Apply—
A. H.,
Care of "Daily Press" Office,
Hongkong, 5th September, 1908. 1286

WANTED.

A FURNISHED HOUSE on the Peak or Lower Levels from December, 1908 to March 1909, or longer.

Apply—
Care of "Daily Press Office,"
Hongkong, 2nd September, 1908. 1285

NOTICE.

ALL PARTIES having PAYMENTS to make to or CLAIMS against the estate of **Mrs. J. H. THYEN**, deceased, late of Hankow, are requested to send full Particulars to the undersigned, not later than SUNDAY, 20th September a.m.

H. LINDMEYER,
Executor.
Hankow, 20th August, 1908. 1285

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE FOURTEENTH HALF-YEARLY DRAWING of Sixty-five Debentures (1898) of the HONGKONG CLUB, payable on WEDNESDAY, the 30th September, 1908, will be held at the HONGKONG CLUB HOUSE at 11 o'clock a.m., on SATURDAY, the 13th September, 1908.

Bearers of Debentures are invited to attend the Drawing.

By Order,
JAMES CRAIK,
Acting Secretary.
Hongkong, 3rd September, 1908. 1283

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Office, on SATURDAY, the 19th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 19th September, both days inclusive.

DOUGLAS, JAPRAIK & CO.,
General Managers,
Hongkong, 2nd September, 1908. 1287

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on FRIDAY, the 25th instant, at 5.30 p.m., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of Election of Officers-bearers for the ensuing year, &c.

DAVID WOOD,
Acting Hon. Secretary,
Hongkong, 3rd September, 1908. 1289

HONGKONG COTTON SPINNING WEAVING AND DYING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of Shareholders of the above Company will be held at the Office of the General Managers on SATURDAY, the 26th September, at 12 Noon for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 26th September both days inclusive.

JARDINE, MATTHEWS & Co., Ltd.,
General Managers,
Hongkong, 8th September, 1908. 1275

JUST ARRIVED.

A MERICAN'S LEADING

W.B. CORSET.

GREAT DEMAND FOR LONG WAIST, ERECT FORM AND NUFORM.

HOOSAIN-ALI & Co.,
14, Queen's Road, Central.
Hongkong, 27th August, 1908. 651

FOR SALE AT THE BEGINNING OF 1909.

A COMPLETE PLANT of SUGAR MACHINERY Capable of Pressing with 2,500 Gallons Juice per hour, comprising:

1. Three Roller Mill 36" by 72" with Hydraulic on back roll and having Cane and Molasses Carriers complete.

2. Horizontal Single Cylinder Engine 48" by 28" and Cast Steel Gearing.

3. Triple Effect of 2,500 square feet heating surface with Vacuum Pump equal to double the requirements to take a Vacuum Pan, if necessary.

4. Juice Heater of 300 square feet heating surface.

5. Clarifiers of 600 Gallons each on platform supported by C.I. Columns.

6. Filter Presses 25 inches square with 31 Chambers each.

7. Elevators with Copper Coils &c.

The above as supplied by Messrs. McOline Harvey (The Harvey Engineering Co., Glasgow, 1901).

8. Oil Jacketed Open Rolling Press (Millers Patent) for making Muscovado or Congre Sugar without Molasses residue.

9. Shifting Boilers working at a pressure of 160 lbs., per square inch, with one circular furnace, and fan for induced draught, heating surface each 3,610 square feet, grate surface 59 square feet.

1. Overhead Crane for Mill and Engine equal to a lift of 15 tons.

2. Electric Lighting Plant.

Factory Building 108 feet long and 80 feet wide in two spans of steel girder columns with corrugated galvanized iron roof and ends.

The Plant works with molasses fuel alone except for raising Steam.

The Factory can be seen at work on Nova Scotia Estate, Perak, Federated Malay States, at any time during the next five months after which time Cane Cultivation is to be stopped as the Estate has been planted through-out with Rubber.

The Removal of the Factory and Machinery can be done by the Sellers who will, if so desired, arrange to supervise re-erection, in which case a guarantee of working will be given.

Apply to—
THE STRAITS SUGAR CO., LD.,
27, Austin Friars,
London, E.C.

or to
JOHN TURNER,
Penang,
Straits Settlements,
Hongkong, 27th August, 1908. 1281

SANG MOW.

RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 20th February, 1908. 401

TO LET.

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—
YEE SANG FAT & CO
Same address.
Hongkong, 28th January, 1907. 270

TO LET.

FROM 1st MAY

KOWLOON MARINE LOT 43, Yau Ma Tei. Area 35,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 18th January, 1908. 221

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RIFON TERRACE, No. 10, DES VUEX ROAD CENTRAL, 1st floor.

"HATHERLEIGH," Conduit Road, OFFICES in YORK BUILDING.

GODOWNS in PRINCE EAST, BURN BUILDINGS and No. 182, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MONKTON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st September, 1908. 86

TO LET.

OFFICES in HOTEL MANSON'S. Cheap rental for monthly tenancy.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 13th August, 1908. 785

SHAMEN, CANTON.

ROOMS TO LET, Suitable for Offices or Dwelling.

Apply to—
POWELL GRANT,
Canton, 31st August, 1908. 1244

TO LET.

"GLENWOOD," Caine Road, suitable for a Boarding house or Club. Containing 24 Rooms.

2, BEACONFIELD ARCADE, facing the Parade Ground.

C. M. S. PEAK BUNGALOW, Mount Kellist. Furnished. From 1st October, 1908 to 30th June 1909. Rent \$100 a month and taxes.

OFFICES in Bank Buildings, Top Floor. BEACONFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Calbeck MacGregor).

OFFICES in Queen's Road Central, BELLILOS TERRACE HOUSES, ROBINSON ROAD.

No. 3, DUDELL STREET Shop, No. 2, DES VUEX VILLAS (PRAK).

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings—
Hongkong, 10th August, 1908. 89

TO LET.

FIRST FLOOR of No. 8, Queen's Road Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, lately occupied by **FRED. BORNEMANN.**

Apply to—
DAVID SASSOON & Co. Ltd.,
Hongkong, 7th April, 1908. 96

TO LET.

GODOWN, No. 54, DUDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1908. 823

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 28th April, 1907. 91

TO LET.

COAL YARD. Immediate Possession.

A PORTION of the COMPOUND of Marine Lot, No. 42, Wanchai, Praya East, facing the Sea, used for Storage Coal, formerly occupied by Messrs. CHIT CHEONG & Co., Coal Merchants.

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N. MODY & CO.,
54, 56, Queen's Road, Central.
Hongkong, 23rd July, 1908. 1215

TO LET.

ONE OFFICE ROOM, Third Floor, New Praya 2, opposite Murray Pier.

Apply to—
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TO LET.

4 ROOMED HOUSES in Kowloon at Moderate Rentals.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.
Hongkong, 18th August, 1908. 1018

TO LET.

DERRINGTON Peak Road below L.R.C. Tennis Courts. From 1st September a.m. The Property is also FOR SALE.

For Particulars apply to—
C. SCHROETER,
Care of GARRELS, BORNEMANN & Co.,
King's Buildings, 3rd Floor.
Hongkong, 9th August, 1908. 1164

TO LET.

TO LET.

N. O. 75, CAINE ROAD.
Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central.
Hongkong, 3rd September, 1908. 180

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1908. 185

TO LET.

N. O. 75, WYNDHAM STREET
Apply to—
A. B. AVASIA,
Care of P. Pabany,
Hongkong, 5th September, 1908. 1267

TO LET.

N. O. 15, 17, 19 and 21, SEYMOUR ROAD.

Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 31st July, 1908. 188

TO LET.

GOOD AIRY ROOMS with Bath Rooms in a Large Foreign Built House in Robinson Road Kowloon. Cheap Rent. Rooms Nos. 7, 8 and 9 1st Floor; 3, 4, 5 and 6, Ground Floor.

Apply to—
WING ON, Contractor,
34, D'Almeida Street.
Hongkong, 1st September, 1908. 1250

TO LET.

N. O. 1, 3 and 5, ORMSBY TERRACE, Kowloon, with Ground at rear for Recreation or Garden.

Cheap rental.
Apply to—
SPANISH PROCUATION,
2, Seymour Road,
Hongkong, 4th September, 1908. 1264

TO LET.

HOUSE No. 103, (Kwan How Buildings) at present in the occupation of the L.M. Customs.

Apply to—
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Hongkong, 1st September, 1908. 1110

TO LET.

THE NEW No. 64, The Peak, fully furnished, Garden and Tennis Court for immediate possession.

Apply to—
PERCY SMITH & SETH,
No. 6, Queen's Road Central.
Hongkong, 8th September, 1908. 1379

TO LET.

DETACHED FURNISHED HOUSE for 6 months or longer on ROBINSON ROAD with Tennis Court, 5 Rooms. Moderate rent to a suitable tenant.

One Room suitable for Office, Des Vaux Road, Central.

Apply to—
FREDERICK ELLIS,
Estate Agent,
5A, Des Vaux Road Central.
Hongkong, 9th September, 1908. 1280

TO LET.

OFFICES and ROOMS on the 1st and 2nd floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. SHAW, TOMES & Co.)

Apply to—
THE COMPADORE DEPARTMENT,
E. D. SASSOON & CO.,
Queen's Road Central.
Hongkong, 10th June, 1908. 947

FOR SALE.

CHINA EXPRESS CO.,
3, DUDELL STREET.

FOR SALE a Quantity of NETTING for TENNIS COURTS, etc., at less than half cost.

GOEBS-SCHUTZ FOCAL PEANES CAMERA, PHOTO MATERIALS, DISHES and CHEMICALS.
Hongkong, 5th August, 1908. 1030

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(Established 1896)

No. 27, Des Vaux Road, opposite the P. & O.'s Office.

Dealers in Rare Asiatic and Foreign Books and Stationery.

View and Artistic Bookbinders.

Novels, Cigars and all other Philatelic Goods.

Now on view a fine collection of 4,600 STAMPS for \$750.

Inspection cordially invited. 1021

FOR SALE.

LOT No. 52, British Concession, Property of the CANTON CONDOR HOUSE CO. is hereby advertised for Sale until the 10th of September next. Tenders to be sent to the SECRETARY.

L. ALBERT,
Canton, 10th August, 1908. 1170

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PERCY SMITH & SETH,
Accountants & Auditors, &c.,
No. 5, Queen's Road Central.
Hongkong, 16th May, 1908. 853

FOR SALE.

STORAGE FOR COAL, TIMBER, &c.

INSURANCES

THE GLOUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.
Hongkong, 13th August 1908 28

AAOEN AND MUNICH FIRE INSURANCE CO. OF ALEX-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.
Hongkong, 5th September, 1908. 114

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907 £13,114,624.

Authorized Capital £3,000,000
Subscribed Capital 2,750,000
Paid-up Capital 687,500 0 0
Fire Funds 3,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 21st July, 1908. 1019.

NOTICE TO CONSIGNEES

"BEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at the risk of the Consignee, and/or extra hazardous "Godowns" of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 3rd September, 1908. 1280

NAVIGAZIONE GENERALE ITALIANA (Florida and Rabatino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship "CAPRI,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Undersigned before Noon on the 15th inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 7th September, 1908. 1278.

A LING & CO.

10, QUEEN'S ROAD CENTRAL (Next to Messrs. Kuhn & Kohn).

FURNITURE AND PHOTO GOODS STORE.

Panographic Goods of every Description in Stock.

Developing and Printing Undertaken.
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Hongkong, 17th April, 1907. 1261

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DOCK No. 1.

Extreme Length... 722 feet.
Length on Blocks... 714 "

Width of Entrance on Top... 58 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 64 "

DOCK No. 2.

Extreme Length... 371 feet.
Length on Blocks... 360 "

Width of Entrance on Top... 58 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 23 "

THEORIES ON ROWING.

W. Maxwell-Lyte writes in the *Evening Standard*—The Olympic Regatta has confirmed certain theories on rowing. It has shattered others. Among other things, it has taught us that it is possible for a foreign crew, rowing in what we should call an orthodox style, to defeat a winning University eight over a mile and a half course. Such a thing was unbelievable two years ago, and the methods which have enabled an eight of Belgian tradesmen to hold their own with the flower of British oarsmanship are certainly worth careful study.

THE ENGLISHMAN'S ADVANTAGE.

It must be remembered that everything was in favour of the home crews: they had the advantage of the best coxswain obtainable in this country, the men had been practising together for months, and they were racing on their own water. All the men rowing in the British eight had been able to devote the whole day for many weeks past to their business. In the Belgian eight, on the other hand, the day and row in the evening. Last, but not least, if the physique and rowing experience of the British and Belgian oarsmen are compared an enormous advantage rests with the Englishmen. That the Englishmen were stronger physically the Belgians will probably be the first to admit. The pace of the Belgian eight must therefore be attributed to their style. The differences between the British and Belgian styles are, however, not so great as one might imagine from a casual inspection. There are differences in rig, the principal ones being that the Belgians row with wider blades and use swivel rowlocks—this will be referred to later on—and there are differences in swing and feather, but the main principles of good rowing remain the same in both styles; these principles can be summarised under the following seven heads:

(1) The water should be gripped smartly at the beginning of the stroke. (2) The full weight of the body should be immediately applied. (3) The stroke should be rowed through in one piece. (4) The stroke in the boat should be as long as possible. (5) The oar should be taken out of the water with a clean and rapid movement. (6) The arms should be straightened as quickly as possible. (7) The sliders should be brought slowly forward.

THE SWING THEORY.

It is only when we come to see how these principles are carried out in practice that the differences in the British and Belgian styles are apparent. According to the British theory, the bodies should swing forward as far as possible without over-reaching with the shoulders, so that the water can be gripped well in front of the riggers; the bodies and sliders during the stroke should move back simultaneously, so that at the end of the stroke the bodies are slightly beyond the perpendicular and the sliders right up against the back stops. The swing forward of the bodies between the strokes is another feature of the British style which is always strongly emphasised. The story of these movements is that an exhausted man going down after his leg muscles have given out and that by using the weight of the body in addition to the driving power of the leg muscles, the maximum amount of energy can be imparted into the stroke. This theory is borne out by Mr. Etherington Smith, who rowed "seven" in the Leander Olympic eight this week, in the chapter which he contributed to Mr. Lehmann's book, "The Complete Oarsman."

"Far greater general exhaustion can be produced by the use of many muscles than by the use of a few, but the use of the body in better maintained. A good style of rowing does not avoid but rather aims at producing a very extreme degree of general exhaustion, but it gives in turn a great and well-maintained speed. It is for these reasons that we defend the English style of rowing against foreign methods. In the latter body-swing is usually conspicuous by its absence, and it is claimed that the strain thrown upon the abdominal muscles is thereby avoided. When body-work is absent, the propelling power is supplied almost entirely by the high muscles, and powerful though these are they will become fatigued sooner or later, and nothing will then be left to maintain the pace of the boat."

STRAIN ON THE MUSCLES.

The strain on the abdominal muscle in the British style of rowing, referred to by Mr. Etherington Smith, is certainly a severe one, and anyone who has had any experience of rowing in the British style knows that these are the muscles which get tired first. The question which is now puzzling many oarsmen is whether the increased fatigue necessitated by the swing is compensated for by any material increase in the pace of the boat; in other words, does the effort entailed in swinging the bodies first the crew to such an extent that, although greater pace may possibly be attained during the first three minutes, the crew will suffer for it in the later stages of the race? In the Belgian style this strain on the abdominal muscles is practically avoided. Their bodies do not swing forward as far as ours, nor do they swing so far back; the blades are consequently not quite so long in the water; but what the Belgians lose in this way they make up by using broader blades. A feature of the Belgian rowing is their practice of sliding very slowly forwards, especially towards the last part. As a result, the men are in a splendid position for taking the beginning of the stroke. They do, very much in the same way that a professional sculler takes his beginning; in fact, all their movements are based on those of a good professional sculler; their theory being that the style which has been found most effective in moving a sculling boat is also the best for propelling a pair, four, or eight. For this reason they also row with swivel rowlocks, which are universally used in sculling boats. The advantages of swivel rowlocks, to my mind, enormously outweigh their supposed defects. They have, however, been tried and discarded by the universities, the idea being that the rattling of the oars in fixed rowlocks serves as a rallying point for the crew, and that it is impossible to obtain the same uniformity in an eight using swivel. The idea has been fairly exploded by now, and anyone who has watched the Belgians must have been struck by the extraordinary precision with which all their movements were executed—their "time" was as near perfection as is humanly possible—in spite of their swivel rowlocks. As a matter of fact, a first-class crew ought to be able to row well even if the oars were blindfolded and had their ears stopped up, though I do not wish to advocate this course. A good waterman can tell when anything is wrong from the "feel" of the boat and he ought not to have to rely on the noise made by the oars rattling in the rowlocks.

THE SCULLING STYLE.

The remarkable thing about the Belgian eight is the way the boat runs between the strokes; she glides travelling beautifully all the time. This is, of course, due to their sculling style. The men look as if the effort of rowing is comparatively slight. This is the actual experience of English crews which have endeavoured to imitate the Belgian style, and there is little doubt that more experiments on

Belgian lines will now be made by rowing clubs in this country. Whatever old-fashioned critics may say it will be generally admitted that the Belgians have added a most interesting page to the history of oarsmanship, and great credit is due to them for the manner in which they have carried out their theories in practice.

BRITISH FOREIGN TRADE.

HEAVY SHRINKAGE, £38,563,338.

DECLINING MANUFACTURES.

While the export of British coal for use abroad continues to increase—though there was a slight set-back in July—trade generally, says the *London Daily Telegraph*, is slipping away from us month by month. The Board of Trade figures, which were issued last month, bring the story down to the end of July, and thus complete seven months of the year. They show that in this period our imports have shrunk by nearly £38,563,000, in comparison with the same period last year, while the exports have dropped by upwards of £33,000,000, an aggregate shrinkage of £58,000,000. This is the result, despite the fact that we have sold, duty free, coal of the value of £24,516,257, or 2,719,466 more than last year.

There is no indication that these returns mark the decline, indeed, there is every reason to believe that the movement will continue at accelerated speed.

In the seven months the only increase in exports have been in grain and flour, tobacco, coal, and coke—for which foreign countries are finding increasing use—"other textile materials" (a mere trifle), machinery, and paper; in every other respect the exports of our own produce and manufactures have been falling rapidly. The details are of peculiar interest because they indicate where we have been hit most severely. They are as follows:

BRITISH EXPORTS IN THE SEVEN MONTHS.	
	Increase (+) or Decrease (-) in 1908 as compared with 1907.
I.—Food, Drink, and Tobacco	325,870
Mineral products	114,914
Other food and drink	49,792
Tobacco	80,774
Total, Class I	561,349
II.—Raw Materials and Articles Mainly Unmanufactured	
Coal, coke, and manufactured fuel	1,719,466
Iron ore, scrap iron, and steel	178,490
Other metallic ores	73,168
Wood and timber	7,463
Cotton	401,904
Wool	11,970
Other textile materials	70,438
Oil seeds, nuts, oils, fats and gums	45,459
Hides and unworked skins	177,288
Miscellaneous	972,945
Total, Class II	3,457,557
III.—Articles Wholly or Mainly Manufactured	
Iron and steel and manufactures thereof	5,368,045
Other metals and manufactures thereof	2,361,637
Cutlery, hardware, implement (except machine tools) and instruments	424,014
Electrical goods and apparatus (other than machinery and telegraph and telephone wires)	258,433
Machinery	44,467
Ships (new)	609,750
Manufactures of wood and timber (including furniture)	66,328
Yarns and textile fabrics	5,015,091
(1) Cotton	2,835,487
(2) Wool	2,835,487
(3) Other materials	2,835,487
Apparel	453,460
Chemicals, drugs, dyes, and colours	596,276
Leather and manufactures thereof (including gloves, but excluding boots and shoes)	118,911
Earthenware and glass	19,481
Paper	1,076,327
Miscellaneous	22,344,332
Total, Class III	22,344,332
IV.—Miscellaneous and Unclassified (including parcel post)	212,749
Total	23,070,680

The values of the exports represent the cost and the charges of delivering the goods on board the ship, and are known as the "free on board" values. In the same period our imports have also declined, as has been stated, and our export trade has gone down by £13,300,283. This, in briefest summary, is the history of British trade in the present year, so far as it has gone. Below the figures are examined particularly.

LOSS IN JULY.	
Imports on 1907	£46,773,035
Decrease on 1907	5,434,739
Exports on 1907	23,070,680
Decrease on 1907	8,746,808
Re-exports on 1907	6,810,926
Decrease on 1907	1,077,463

With the same number of working days as in July, 1907, the imports for last month show a decline of 10.4 per cent. In spite, or perhaps in consequence of, higher prices for wheat and butter, foodstuffs are £1,350,000 lower, the imports of wheat and maize showing decreases of £229,900 and £3,081,900 in quantity, and £1,000,061 and £774,787 in value respectively. Short crops of the former in Russia, Roumania, India, and Australia have been only partially made up by increased supplies from the United States and Canada, and if it were not for increases in butter, cheese, and sugar the decline under the head of food, drink, and tobacco would be nearly double what it is. Raw materials have fallen £2,475,309, which is partially due to the lower prices of cotton and wool. Articles wholly or mainly manufactured are down £1,578,791. For the seven months the imports have declined 8.32 per cent, and our exports have declined 3.72 per cent.

Imports, 7 months... £245,053,913
Decrease on 1907... 35,492,658

Coming to the exports, the shrinkage for the past month is no less than 16.67 per cent, and is spread over nearly every item. The principal declines are £1,174,639 in iron and steel manufactures, £2,382,340 in cotton goods, £270,270 in woollen fabrics, and £529,886 in other textile manufactures. Machinery shows a falling off of £238,135, cutlery of £2,701, apparels of £166,519, and chemicals of £119,353; in fact, the only favourable item is an increase of £32,528 in electrical goods. For the seven months the decrease in the exports is 9.94 per cent, viz.:

Exports, 7 months	£223,693,120
Decrease on 1907	23,070,680

Thus it will be seen that the total shrinkage in exports and imports during the first seven months is £19,800,000, amounts to as much as £58,563,338.

Having regard to the reduction in our import, it is not surprising that the decrease in re-exports for seven months totals up to £13,300,283 compared with the corresponding period of 1907, while against the same period of 1908 the decrease is £4,370,948. But it points to a serious falling off in the country's export business.

The balloon imports this year have amounted to £23,215,145 against £26,721,074 in 1907, and £27,546,080 in 1906; and the balloon exports have been £23,547,874 against £20,459,573 in 1907, and £21,635,587 in 1906—figures which go to prove that money in increased quantity is being sent abroad for investment.

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1118

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The most Delicious, Refreshing and Invigorating of all Cocoas.

BEST & GOES FARTHEST.

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"GOLD SEAL"
CONDENSED MILK

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Stands Supreme for PURITY, RICHNESS AND FLAVOUR. WARRANTED

TO KEEP LONGER THAN MILK OF ANY OTHER MANUFACTURE.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908. 1063

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By Popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 888G. at \$5.87 and \$7.50 per 100 SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.
Hongkong, 26th October, 1908. 729

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ARRIVALS.
ARRATOON APCAR. British str. 2,331, A. Stewart, 9th September—Yokohama and Moji—4th September, General—David Sassoon & Co. Ltd.
CARL LUDWIGSSON. German str. 774, T. Keyser, 9th Sept.—Hankow, 5th Sept. and Hainan, 8th Sept.—General—Jensen & Co.
DALRYMPLE. Japanese str. 1,000, I. Sakurai, 9th Sept.—Tansui via Amoy and Swatow 8th Sept., General—Osaka Shosen Kaisha.
DERFFLINGER. German str. 8,554, G. Meiners, 9th September—Yokohama and Shanghai 6th Sept., General—Melchers & Co.
HAICHING. British str. 1,267, W. C. Passmore, 9th Sept.—Fuchow 6th Sept., Amoy 7th Sept., Swatow 8th, General—Douglas, Laprak & Co.
HOKURU MARU. Japanese str. 2,426, Kenada, 8th September—Moji 2nd Sept., Coal—Mitsui Bussan Kaisha.
HUIKOW. British str. 9th Sept.—Canton.
ITHAKA. German str. 9th Sept.—Canton.
LOONGSANG. British str. 1,092, S. J. Payne, 8th September—Manila via Amoy 4th Sept., General—Jardine, Matheson & Co.
LUTZOW. German str. 8,818, C. Dewers, 9th Sept.—Bremen 29th July, and Singapore 6th Sept., Mail & General—Melchers & Co.
MONTREAL. British str. 8,163, W. Davison, 9th September—Vancouver 15th August, and Shanghai 6th Sept., General—C. P. B. Co.
SLAVONIA. German str. 6,000, B. Peter, 8th September—Shanghai 5th Sept., General—Hamburg-Amerika Linie.
WAKAMATSU MARU. Japanese str. 1,720, Iwawa, 8th September—Moji 4th Sept., Coal—Mitsui Bussan Kaisha.
YOKOHAMA. British str. 9th Sept.—Canton.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 9th September.
ARRAT. British str. for Newcastle.
Loyal. German str. for Saigon.
Madhite. German str. for Hainan.
Rajner. German str. for Kiang.

DEPARTURES.

9th September.
FORST. Dutch str. for Samarang.
GREENHALL. British str. for Amoy.
KAMAKURA MARU. Japanese str. for Kobe.
KOROKURA MARU. Japanese str. for Kobe.
KYOWAN MARU. Japanese str. for Canton.
LAUREN. British str. for Shanghai.
MAHANO. British str. for Sandakan.
MORRISON. British str. for Shanghai.
NIOMEN. German str. for Keelung.
MYNAR. British str. for Singapore.
SHIBUKAWA MARU. Japanese str. for Bontabaya.
TOONAN. Chinese str. for Canton.
YATSHING. British str. for Swatow.

SHIPPING REPORTS.

The British str. *Loongsang* reports: Fine weather throughout, moderate to light variable winds and slight sea.
 The German str. *Slavonia* reports: Fine weather, S.E. to N.E. winds, in the Channel, N.E. and N.W. winds.

VESSELS IN DOCK.

September 9th.
ARRIVED DOCKS.—*Savonog*, H.M.S. *Whiting*, *Autopole*, U.S.S. *Abaton*, *Vigilant*, *Chun*, *On*, *Montana*, *Siberia*, *Bubi*.
COSMOPOLITAN DOCKS.—*Pecanota*, H.M.S. *Officer*.

VESSELS ON THE BERTH.

For SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"ARRATOON APCAR."
 Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 10th inst., at Noon. For Freight and Passage, apply to
DAVID SASSOON & Co., Ltd.,
 Agents.
 Hongkong, 9th September, 1908. 1270

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HAICHING."
 Capt. Passmore, will be despatched for the above ports TO-MORROW, the 11th Sept. at 2 p.m.
 A reduction of 20 per cent. on First Class fares to Fuchow will be made during the month of September.
 For Freight or Passage, apply to
DOUGLAS, LARSEN & Co.,
 General Managers.
 Hongkong, 9th September, 1908. 1281



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship.

"AUSTRIA."
 Captain Rasch, will leave for the above places on WEDNESDAY the 10th inst., P.M. This steamer has capital accommodation for passengers, electric light, and carries a doctor and stewardess.
 For Freight or Passage, apply to
SANDER, WIELER & Co.,
 Agents.
 Hongkong, 9th September, 1908. 1282



HONGKONG-NEW YORK AND BOSTON.

AMERICAN & PACIFIC STEAMSHIP CO.

FOR NEW YORK AND BOSTON VIA PORTS AND SUZ CANAL.

(will likely to call at the Malabar Coast).
S. S. "INDRAM-TO." On 21st Sept., 5 p.m.
 For Freight and Further Information, apply to—
SEEWAN, TOMES & Co.,
 General Agents.
 Hongkong, 5th September, 1908. 1271

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1" nearest Hongkong "2" midway between Hongkong and Kowloon "3" and those vessels berthed at the Kowloon Wharf "4" together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NYANZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 9th inst.
LONDON &c. VIA SINGAPORE, &c.	MAITA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 19th inst., at Noon.
ALEXANDRIA, ANTWERP & HAMBURG &c.	SPERZA	Ger. str.	k. w.	Kelate	HAMBURG-AMERIKA LINIE	About 28th inst.
HARVE & HAMBURG VIA STRAITS, &c.	AMERICA	Ger. str.	k. w.	Schlinghammer	HAMBURG-AMERIKA LINIE	On 20th inst.
HARVE & HAMBURG VIA STRAITS, &c.	BRASLIA	Ger. str.	k. w.	Hoff	HAMBURG-AMERIKA LINIE	On 4th October.
HARVE & HAMBURG VIA STRAITS, &c.	SILBIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 18th October.
HARVE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k. w.	Veron	HAMBURG-AMERIKA LINIE	On 31st October.
MARSHALLS, &c. VIA PORTS OF CALL.	AUSTRIAN	Ger. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 15th inst., at 1 p.m.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 16th inst., at 1 p.m.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	CATHAY	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	Middle of September.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	SLAVONIA	Jap. str.	k. w.	C. H. Butler	NIPPON YUSEN KAISHA	To-day.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMBA MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 30th inst., at 11 a.m.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DERFFLINGER	Jap. str.	—	G. Meiners	NIPPON YUSEN KAISHA	To-day, at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	VERWAEZ	Am. str.	—	B. Bedard	NIPPON YUSEN KAISHA	About 25th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	INDEMATO	Am. str.	—	B. Bedard	NIPPON YUSEN KAISHA	On 21st inst., at 5 p.m.
NEW YORK & BOSTON VIA PORTS & SUZ CANAL	VANDALTA	Ger. str.	k. w.	Karberg	HAMBURG-AMERIKA LINIE	On 25th inst.
NEW YORK	SHIMOSA	Brit. str.	—	W. Ross	STANDARD OIL CO.	On 10th October.
SAN FRANCISCO	LENNOX	Brit. str.	2 m.	W. Ross	STANDARD OIL CO.	About 30th inst.
VANCOUVER VIA SHANGHAI, &c.	EMPEROR OF CHINA	Jap. str.	1 m.	G. S. Laprak	CANADIAN PACIFIC R. CO.	To-morrow, at Noon.
VICTORIA, B.C. & SEATTLE, WASH., &c.	KAGA MARU	Jap. str.	1 m.	G. S. Laprak	CANADIAN PACIFIC R. CO.	On 26th inst., at 4 p.m.
VICTORIA, B.C. & SEATTLE, WASH., &c.	INVERIC	Jap. str.	1 m.	G. S. Laprak	CANADIAN PACIFIC R. CO.	On 15th inst., at 4 p.m.
VICTORIA, B.C. & SEATTLE, WASH., &c.	TOMA MARU	Jap. str.	1 m.	G. S. Laprak	CANADIAN PACIFIC R. CO.	About 20th inst.
AUSTRIAN PORTS VIA MANILA	MANILA	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 29th inst., at 4 p.m.
AUSTRIAN PORTS VIA MANILA	ALDENHAM	Brit. str.	—	St. John George	NIPPON YUSEN KAISHA	To-day, at 5 a.m.
AUSTRIAN PORTS VIA MANILA	NIKKO MARU	Brit. str.	1 m.	T. Harrison	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
AUSTRIAN PORTS VIA MANILA	TAITANI	Brit. str.	—	L. Dawson	NIPPON YUSEN KAISHA	On 10th Oct., at Noon.
AUSTRIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 30th Oct., at Noon.
ROBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 18th inst.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	TAJIMAH	Dut. str.	—	Pander	JAVA-CHINA-JAPAN LINIE	Quick despatch.
CHONGWANGTAO, JAPAN, AMERICA, &c.	CHONGWANG	Brit. str.	—	C. Dewers	JARDINE, MATHESON & Co., LD.	On 16th inst., at Noon.
CHONGWANGTAO, JAPAN, AMERICA, &c.	CHONGWANG	Brit. str.	—	C. Dewers	JARDINE, MATHESON & Co., LD.	To-day, at 10 a.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PERLA	Brit. str.	—	W. W. Cooke, M.R.	P. & O. S. N. Co.	About 14th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	VILLE DE LA CIOTAT	Fraser str.	—	Bayliff	MESSAGERIES MARITIMES	On 14th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SILBIA	Ger. str.	k. w.	Bohler	HAMBURG-AMERIKA LINIE	On 14th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KWANGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., LD.	On 15th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	TRANGSANG	Dut. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 16th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	AMERICA	Am. str.	—	Kelate	HAMBURG-AMERIKA LINIE	On 16th inst., P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 17th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 22nd inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	Burdley	JARDINE, MATHESON & Co., LD.	On 2nd Oct., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	Burdley	JARDINE, MATHESON & Co., LD.	Quick despatch.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	Burdley	JARDINE, MATHESON & Co., LD.	To-day, at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	Burdley	JARDINE, MATHESON & Co., LD.	On 16th inst., at 10 a.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	Burdley	JARDINE, MATHESON & Co., LD.	On 18th inst., at 2 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	Burdley	JARDINE, MATHESON & Co., LD.	To-morrow, at 2 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	Burdley	JARDINE, MATHESON & Co., LD.	To-day, at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	Burdley	JARDINE, MATHESON & Co., LD.	On 12th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	Burdley	JARDINE, MATHESON & Co., LD.	On 18th inst., at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	Burdley	JARDINE, MATHESON & Co., LD.	On 19th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	Burdley	JARDINE, MATHESON & Co., LD.	To-morrow, at 9 a.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	Burdley	JARDINE, MATHESON & Co., LD.	On 12th inst., at 3 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	Burdley	JARDINE, MATHESON & Co., LD.	On 12th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	Burdley	JARDINE, MATHESON & Co., LD.	On 17th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	Burdley	JARDINE, MATHESON & Co., LD.	Quick despatch.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days across the Pacific to the "EMPEROR LINE." Saving 5 to 10 days' Ocean Travel. 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS	TO	ARRIVE VANCOUVER
"EMPEROR OF CHINA" 3,700	Friday, 11th Sept.	10th Oct.
"EMPEROR OF CHINA" 6,000	Saturday, 28th Sept.	17th Oct.
"EMPEROR OF CHINA" 6,000	Saturday, 3rd Oct.	27th Oct.
"EMPEROR OF CHINA" 6,000	Saturday, 17th Oct.	7th Nov.
"EMPEROR OF CHINA" 6,000	Saturday, 7th Nov.	28th Nov.
"EMPEROR OF CHINA" 6,000	Saturday, 28th Nov.	19th Dec.

S.S. "EMPEROR" and "EMPEROR" are Freighters only and do not carry Passengers. S.S. "EMPEROR" will depart from HONGKONG at 4 p.m. S.S. "EMPEROR" will depart from HONGKONG at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the ISLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers ... 240, " 242. and 1st Class Railways ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct Line.

"EMPEROR" carries Intermediate Passengers only, at Intermediate rates according to superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ... Capt. C. DEWERS ... Thursday, 10th Sept., at 10 a.m.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ... Capt. G. MEINERS ... Thursday, 10th Sept., at Noon.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ... Capt. MINGSEN ... Thursday, 10th Sept., at 5 p.m.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ... Capt. F. SEMILL ... Friday, 11th Sept., at 9 a.m.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ... Capt. F. SEMILL ... Friday, 11th Sept., at 9 a.m.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ... Capt. F. SEMILL ... Friday, 11th Sept., at 9 a.m.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ... Capt. F. SEMILL ... Friday, 11th Sept., at 9 a.m.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ... Capt. F. SEMILL ... Friday, 11th Sept., at 9 a.m.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ... Capt. F. SEMILL ... Friday, 11th Sept., at 9 a.m.

NORTHERN PACIFIC RAILWAY LINE.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU, AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
INVERIC	4,739	Boyd	About 20th September.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 27th August, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR SHANGHAI, KOBE & "VILLE DE LA CIOTAT" ... Capt. C. BACILLON ... About 14th Sept.

FOR SHANGHAI, KOBE & "AUSTRIEN" ... Capt. VICTOR ... On 15th Sept.

FOR SHANGHAI, KOBE & "CALEDONIE" ... Capt. MARTIN ... On 28th Sept., P.M.

FOR SHANGHAI, KOBE & "ERNEST SIMONS" ... Capt. GIRARD ... On 29th Sept., 1 p.m.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £22 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
P. NALIN, ACTING AGENT,
 QUEEN'S BUILDINGS.
 Hongkong, 9th September, 1908.

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 QUEEN'S BUILDINGS.
 Hongkong, 9th September, 1908.

VESSELS ON THE BERTH.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn, and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.

Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.

THE Steamship "CAPRI."
 Captain Pedone, will be despatched as above on SATURDAY, the 12th Sept., at Noon. For further particulars regarding Freight and Passage, apply to
CARLOVITZ & Co.,
 Agents.
 Hongkong, 9th September, 1908. 4

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.

THE Steamship "ALDENHAM."
 Captain St. John George, will be despatched as above on THURSDAY, the 11th inst., at Noon. This well-known Steamer is specially fitted

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA	About 9th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, PERA and YOKOHAMA	Capt. W. W. Cooke, R.N.R.	About 12th Sept.	Freight only.
SHANGHAI, MOJI, and ORIENTAL and KOBÉ	Capt. A. E. Valentini	About 17th Sept.	Freight and Passage.
LONDON via USUAL PORTS or CALCUTTA	Capt. H. Powell	Neon, 19th Sept.	See Special Advertisement.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 7th September, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 10th Sept., 4 P.M.
NINGPO and SHANGHAI	"YCHOOW"	On 10th Sept., 4 P.M.
MANILA, ZAMBOANGA, THUR- DAY, ISLAND, COKTOWN, CAIRN, DOWNSVILLE, BRISBANE, SYDNEY, with Transit for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 10th Oct., 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light through-
out and Electric Fans in the Staterooms and Dining Saloon. Cargo booked
through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo
on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

Hongkong, 9th September, 1908.

BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

FOR	THE CO.'S S.S.	LEAVING
* TAMUI via SWATOW, { "DAIJIN MARU" } and AMOY. Capt. I. Sakurai		SUNDAY, 18th Sept., at 2 P.M.
* ANPING via SWATOW { "SHOSHU MARU" } and AMOY. Capt. Liuchi		WEDNESDAY, 16th Sept., at 10 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to
Fochow, until further Notice.

* These new Steamers have excellent accommodation for First and Second Class
Passengers and are fitted throughout with electric light. First-class Cabins Amidsips
Unrivaled Table.

* Taking Cargo on-through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch
Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 7th September, 1908.

T. ABIMA, Manager.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports.

and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. SILEZIA ... 14th September	FOR MAREILLES, ANTWERP & HAMBURG: S.S. SLAVONIA ... 10th Sept.
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. SAMBIA ... 16th September	FOR HAVRE & HAMBURG: S.S. AMBRIA ... 20th Sept.
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. SUEVIA ... 25th September	FOR ALEXANDRIA, ANTWERP & HAMBURG: S.S. SPEZIA ... About 28th Sept.
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. BENGAMBA ... 10th October	FOR HAVRE & HAMBURG: S.S. BRASILIA ... 4th Oct.
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. BELGRAVIA ... 17th October	FOR HAVRE & HAMBURG: S.S. SILEZIA ... 18th Oct.
	FOR HAVRE & HAMBURG: S.S. SAMBIA ... 31st Oct.

For NEW YORK ... S.S. VANDALIA On 25th September.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 11th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Saturday, 12th Sept., 3 P.M.
SHANGHAI via NINGPO	"KWONGSANG"	Monday, 14th Sept., Noon.
TIENTSIN	"CHIPSANG"	Tuesday, 15th Sept., Noon.
MANILA	"YUENSANG"	Friday, 18th Sept., 4 P.M.
SHANGHAI, YOKOHAMA, KOBÉ & MARI- BORO	"KUESANG"	Friday, 2nd Oct., Noon.

OCCUPYING 24 DAYS

The steamers "KUESANG," "YUENSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, occupying
a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and return at Kobe,
these vessels have all modern improvements and are fitted throughout with Electric Light.

Steamers have superior accommodation for First-Class Passengers and are fitted through-
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JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MAREILLES, LONDON and & COPENHAGEN	"CATHAY"	Middle of Sept.
SHANGHAI, YOKOHAMA and KOBÉ	"TRANQUEBAR"	On 15th Sept.

For Further Particulars, apply to

Hongkong, 7th September, 1908.

MELOHERS & CO.,
AGENTS.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES 1908.
MAREILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, TAMBA COLOMBO, and PORT SAID	"AWA MARU" Capt. A. Keith "TAMBA MARU" Capt. C. H. Butler	WEDNESDAY, 16th Sept., at Daylight WEDNESDAY, 30th Sept., at Daylight
VICTORIA, B.O. and SEATTLE, WASH. via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIDZU and YOKOHAMA	"KAGA MARU" Capt. G. S. Dayrak "TOSA MARU" Capt. J. Nagao	TUESDAY, 15th Sept., at 4 P.M. TUESDAY, 29th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	"NIKKO MARU" Capt. T. Harrison "KUMANO MARU" Capt. N. Mathieson	FRIDAY, 2nd Oct., at Noon FRIDAY, 30th Oct., at Noon
BOMBAY via SINGAPORE, and COLOMBO	"YEBOSHI MARU" Capt. B. Kon "HITACHI MARU" Capt. F. E. Cope	SATURDAY, 17th September FRIDAY, 18th September
KOBÉ and YOKOHAMA	"YEBOSHI MARU" Capt. F. E. Cope "YEBOSHI MARU" Capt. K. Sato	FRIDAY, 18th September TUESDAY, 22nd September
SHANGHAI and KOBÉ	"YEBOSHI MARU" Capt. K. Sato "KUMANO MARU" Capt. N. Mathieson	WEDNESDAY, 30th Sept., at Noon

* Omitting Keelung and Shimidzu.
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and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic
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1st and 2nd Class through Passengers have the option of travelling by Rail.
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Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 10th September, 1908.

T. KUSUMOTO,
MANAGER.

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Singapore, Hongkong, Chinghai, (Peking Tientsin), Kobe, Yokohama,
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GENOA to HONGKONG in 29 DAYS.
NAPLES to HONGKONG in 29 DAYS.
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PROPOSED SAILINGS:

QUESSANT ... 10th Sept.	CEYLAN ... 28th Nov.
AMIRAL OLY ... 12th Oct.	CORSE ... 11th Jan. 09

— New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly
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CHINA AND MANILA
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STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 12th Sept., Noon.
RUBI	2540	R. W. Almond	Manila	On 19th Sept., Noon.

For Freight or Passage apply to

Hongkong, 31st August, 1908.

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 31st August, 1908.

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14, WATER STREET,
YOKOHAMA.

SHIPPING IN PORT.

STEAMERS.	REMARKS.
ARANA, British str., 2,078, A. Bowden, 26th Aug.—New York 25th June, Petroleum— Standard Oil Co.	
ALLSACRAIE, British str., 2,166, A. D. Moody, 30th Aug.—Barry Dock 14th July, Coal —Navy Department.	
AMERICA MARU, Japanese str., 1,460, W. E. Filmer, 23rd Aug.—San Francisco and Shanghai 26th Aug. Mails and General —Tokyo Kisen Kaisha.	
ARNEL, British str., 2,433, Winsom, 24th Aug.—Whampoa 23rd Aug. Ballast —Bradley & Co.	
BOENHO, German str., 1,344, F. Sambill, 31st September—Sundakan 29th Aug. General —Melchers & Co.	
BOURBON, French str., 997, Le Bail, 6th Sept.— Saigon 2nd Sept. Divers—Chinese.	
CAPRI, Italian str., 2,718, Pedane Domenico, 5th Sept.—Bombay and Singapore 30th Aug. General—Carlowitz & Co.	
FIONA, German str., 835, R. Wagner, 7th September—Labuan 1st September, Coal —Sander, Wieler & Co.	
GERMANIA, German str., 1,713, H. Lorenzen, 3rd September—Bangkok and Amoy 2nd September, General—Johsen & Co.	
HAILAN, French str., 477, O. A. Hogg, 31st August—Hoihow 29th August, General— A. R. Marly.	
HANOR, French str., 739, Panzier, 8th Sept.— Haiphong and Hoihow 7th Sept. General —A. R. Marly.	
HUICHOW, British str., 1,217, E. Forsyth 3rd Sept.—Weihaiwei 29th August, General— Butterfield & Swire.	
ITHAKA, German str., 1,446, W. Vogeler, 2nd September—Chinghai—27th August, General—Bangkok—America Line.	
JOHN HADDIN, British str., 2,816, McMillan, 26th August—New York 19th June, Kerosine Oil—Standard Oil Co.	
KAGA MARU, Japanese str., 6,301, G. S. Lp- rak, 6th Sept.—Yokohama and Shanghai 3rd Sept. General—Nippon Yusen Kaisha.	
KOESCHANG, German str., 1,392, Goswick, 4th September—Bangkok 29th Aug. Rice and General—Butterfield & Swire.	
KWANGSIN, Chinese str., 1,485, R. Lincoln, 5th September—Shanghai 2nd September General—Chinese.	
KWANGTAI, Chinese str., 1,536, Wm. H. Lunt, 30th Aug.—Shanghai 27th Aug. General —Chinese.	
KWONGSANG, British str., 1,428, W. Palmer- Baker, 8th Sept.—Shanghai 3rd and Swatow 7th, General—Jardine, Matheson & Co.	
LABETTES, British str., 1,342, Frampton, 5th September—Saigon 31st August, General —Chinese.	
LAMITYRON, British str., 2,238, Macphail, 31st August—Hong Kong 29th August, Coal— Butterfield & Swire.	
LAUSCHAN, German str., 2,051, Sperling, 25th Aug.—Moji 17th Aug. Coal—Johsen & Co.	
LENNOX, British str., 2,374, F. McNeil, 24th August—Vancouver 27th July and Shang- hai 20th August, General—C. P. R. Co.	
LIANGCHOW, British str., 1,315, H. Harder, 4th Sept.—Ninghsang 30th August, General —Butterfield & Swire.	
LOCKSON, German str., 1,030, W. Taubert, 25th August—Bangkok 17th August, Rice— Butterfield & Swire.	
LOCOB, German str., 1,025, G. Schultzen, 8th September—Bangkok 31st August, Rice and Wood—Butterfield & Swire.	
LOYAL, German str., 1,237, F. Natzius, 30th August—Bangkok and Kolschbang 22nd August, General—Sander, Wieler & Co.	
MANILA, German str., 1,108, J. Minssen, 21st August—Sydney 30th July, General— Melchers & Co.	
MATHESON, German str., 831, A. P. Uldernp, 8th September—Haiphong and Hoihow 5th September, General—Johsen & Co.	
MONTANES, American str., 211, C. Camus, 4th September—Manila 1st Sept., Ballast— Master.	
PONGTONG, German str., 993, W. Boisfuit, 7th September—Bangkok 29th August, Rice, Salt and Wood—Butterfield & Swire.	
QUARTA, German str., 1,382, H. Madsen, 15th Aug.—Pulo Putuk 9th Aug. Old Iron Tanks—Sander, Wieler & Co.	
RANNA, Norwegian str., 1,200, Augensen, 17th August—Bangkok 10th August, Timber— Wallen & Co.	
REIDAR, Norwegian str., 2,278, Stangeby, 3rd September—Moji 28th August, Coal— Aagaard, Thoresen & Co.	
RUBI, British str., 1,611, R. W. Almond, 7th September—Manila 3rd Sept.—Hemp- Shewan, Tomes & Co.	
SIBERIA, American str., 5,655, A. Zeeder, 6th September—San Francisco 11th August, Mails and General—Pacific Mail S.S. Co.	
SIOVAL, German str., 940, G. Schliakier, 8th Sept.—Swatow 7th Sept. General— Johsen & Co.	
TOONAN, Chinese str., 942, A. A. Crawford, 8th September—Shanghai 4th Sept. General— Chinese.	
YOCROW, British str., 1,206, Brown, 6th Sept.— Shanghai 2nd September, General— Butterfield & Swire.	
ZAFIRO, British str., 1,619, R. Rodger, 31st August—Manila 28th August—Shewan, Tomes & Co.	

MEN-OF-WAR ON THE CHINA AND
JAPAN, STATION

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Kaiser Franz Josef I, Austrian cruiser, 4,303
Linienschiffkapitän Wilhelm Pachter
Northern Waters

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Achéron, armoured gunboat, 1,830 tons, 9 guns,
1,700 h.p., Liéut. Bertrand, SaigonAlger, 2nd class cruiser, 4,320 tons, 22 guns
1,800 h.p., Commander Fournier, SaigonAlouette, gunboat, 508 tons, 7 guns, 400 h.p.
Commander Bodin, SaigonArgus, river gunboat, 180 tons, 6 guns, 370 h.p.
Liéut. Audomard

Balouette, gunboat, 170 tons, Reserve, Saigon

Cimetière, gunboat, 140 tons, Reserve, Saigon

Comète, gunboat, 300 tons, 6 guns, 500 h.p.
Capt. L. Gervais, Saigon

Corvide, gunboat, 124 tons, Reserve, Saigon

Dédicée, gunboat, 630 tons, 10 guns, 900 h.p.
Liéut. de Linarte, ShanghaiD'Entrecasteaux, 1st class armoured cruiser,
3,200 tons, 26 guns, 13,500 h.p., Captain
Thibault, Shanghai

Eclair, gunboat, 141 tons, Reserve, Haiphong

Eturgeon, sub-marine, 70 tons, 60 h.p., Liéut.
Combet, Saigon

Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p. Saigon	Henri Rivière, river gunboat, 150 tons, 6 guns 152 h.p., Haiphong
Jacquin, gunboat, 200 tons, Reserve, Haiphong	Lion, gunboat, 500 tons, Reserve, Saigon
Lynx, sub-marine, 70 tons, 6 h.p., Liéut. Marre, Saigon	Manche, surveying ship, 1,625 tons, 10 guns, 900 h.p., Commander Ragot de la Touche, Saigon
Mousquet, destroyer, 300 tons, 7 guns, 6,300 h.p., Commander de la Roche K-randron, Saigon	Oly, river gunboat, 170 tons, 6 guns, 500 h.p., Liéut. de Maistreville, Upper Yangtze
Paiho, river gunboat, 130 tons, 4 guns, 280 h.p. Liéut. Puch, Tongk	Perle, sub-marine, 70 tons, 60 h.p., Liéut. Mon- nier, Saigon
Pistole, destroyer, 300 tons, 7 guns, 7,000 h.p. Commander Mortenol, Hongay	Protée, sub-marine, 70 tons, 60 h.p., Liéut. Morris, Saigon
Redoubtable, battleship, (reserve) 8,330 tons 37 guns, 8,200 h.p., Capt. Dronck, Saigon	Styx, armoured gunboat, 1,800 tons, 8 guns 1,800 h.p., Liéut. Seriot, Saigon
Takong, steam-launch, Upper Yangtze	Takong, destroyer, 230 tons, 6 guns, 6,500 h.p. In Reserve, Saigon
Vauban, torpedo-depot, Commander Mortenol, Hongay	Vidette, torpedo-depot, Liéut. Bihel, Cap Saint-Jacques
Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p. Liéut. Dumonlin, Sinking	Vipère, gunboat, 475 tons, Reserve, Saigon

GERMAN.

Arcona, cruiser, 2,718 tons, Captain von Hipper,
Amoy

Furst Bismarck, (flagship), 10,000 tons, 36 guns;
14,000 h.p., Konter-Admiral Coepker,
Shanghai

Itis, gunboat, 1,000 tons, 10 guns, 1,300 h.p.
Captain Laas

Jaguar, cruiser, 900 tons, 10 guns, 1,300 h.p.
Captain Graf von Wiedersheim-Wilhelms

Leipzig, cruiser, (Captain Engel)

Luch, gunboat, 850 tons, 10 guns, 1,344 h.p.
Captain Bischen

Niobe, cruiser, Captain Langemann

Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p.
Captain v. Koss

Teigtau, gunboat, 170 tons, 5 guns, 1,300 h.p.
Captain Ross

Vaterland, gunboat—tons, 3 guns, 500 h.p.
Captain Tonsaint

Vorwaerts, gunboat, First Liéut. Riechers

ITALIAN.

Vesuvio, cruiser, 2,145 tons, Baron de Saint
Pietro

PORTUGUESE.

Rio Lima, cruiser, 720 tons, 7 guns, Macao

UNITED STATES.

Barry, destroyer, 420 tons; Ena. David Lyons,
Cavite

